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SATURDAY, JANUARY 7, 1928. 日五十月二十

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NATIONALIST SPLIT WIDENS.

LI CHAI-SUM MAY REPROVE CHIANG KAI-SHEK.

CANTON LIKELY TO BE "MODERATE" HEADQUARTERS.

HOSTILITIES EXPECTED.

Much interest is still being centred in the Nationalist split, especially as it is likely to affect the situation in Canton. The cleavage is now most pronounced, and now that Marshal Chiang Kai-shek has resumed his post as Commander-in-Chief of the Nationalist armies, developments leading to eventual hostilities are expected.

It would appear that General Li Chai-sum is definitely at variance with Marshal Chiang, and that he may soon make this very clear by public denunciation of the latter's association with the Left Wing of the Kuomintang.

In some quarters, the view is held that the Moderates of the Kuomintang may seek to set up their headquarters in Canton, in which event many of their leaders may shortly gravitate to the South.

EVENTS NOW LEADING TO A CRISIS.

Chinese commentators on the situation have long held the view that Marshal Chiang Kai-shek was too ambitious a man to remain unopposed in his position, and it was concerned over the fact that the Kwangsi Clique was gradually extending its territory and power immediately to disclose the through the recapture of Kwangtung and the seizing of Hupeh by Li's patience was seen when "he the army of General Pei Chung-wei" first returned to Canton, one of the most prominent and influential leaders of the clique.

Only a Gesture.

As far back as the time of Marshal Chiang Kai-shek's visit to Japan, the view was held in many quarters that his was but a gesture and that Chiang's ambition to become the military ruler of the Kuomintang and probably of the whole of China was not abandoned.

The "Ironside" insurrection at Canton recently, when General Li Chai-sum's troops inside the city were disbanded, offered him a great chance, for at last Kwangtung, one of the richest of the Chinese provinces, was occupied by an army opposed to the Kwangsi Clique who has been regarded by the Marshal as the biggest obstacle to his idea of becoming Commander-in-Chief again.

From the day when the "Ironside" coup took place up to the day on which the "Red" reign came to an end, not a word was uttered by Marshal Chiang Kai-shek advising General Li Chai-sum to return to Canton. This silence helped to confirm the rumours that an alliance between Chiang Kai-shek and the Kuomintang Left Wing would soon become a reality.

General Li's Patience.

When General Li Chai-sum, the leader of the Kwangsi Clique, arrived at Hongkong from Shanghai a few days ago, he told a representative of the Telegraph that he would support Chiang if the latter would resume his former post as Commander-in-Chief, but

AMERICA'S WAR IN NICARAGUA.

REBEL TROOPS ARE WELL DISCIPLINED.

CASUALTIES RISING.

Washington, Jan. 6.

The good discipline and efficiency of the Nicaraguan rebel troops is attributed to the fact that two deserters from the United States Marines were captured and forced under threat of death to give the rebels rifle drill and familiarize them with Marine Corps methods, which has resulted in a mounting list of American casualties.

Home Made Bombs.

Sandinista's men are using home-made bombs filled with broken glass and nails and these have a deadly effect. Occasionally a rebel trampeter approaches the American lines in the darkness and blows the Marine call to arms, causing the Americans to rush out and assemble ready for a surprise attack which does not materialise.

It is estimated that General Sandino has 1,000 rifles and plenty of ammunition together with a few small guns. The size of his forces is not defined, the estimates ranging from a few hundreds to over 1,000.—*Reuter's American Service.*

Sandinista's Threat.

New York, Jan. 6.

"I have five tons of dynamite in my arsenal which will be exploded by my own hands if I lose the fight. Then all will know that Sandino is dead." This is an extract from a letter to a friend written by the insurgent General Sandino, and it is taken to indicate that he will fight to the last.

The newspapers describe him as "The Nicaraguan De Wet."—*Reuter's American Service.*

BULGARIA'S "LIBERATION."

50TH ANNIVERSARY CELEBRATED.

Sofia, Jan. 6.

The country is celebrating the 50th anniversary of Bulgaria's liberation from the Turkish yoke which was the outcome of the Russian declaration of war against Turkey in consequence of the massacre of Christian Turks in "the Bulgarian atrocities."

A thanksgiving service was held in the Cathedral after which there was a memorial service for the fallen of the victorious armies in the War of Liberation. The statue of Czar Alexander the Second, "the Liberator," was wreathed. The war was notable for the historic siege of Plevna.—*Reuter.*

BURMESE UNREST.

POLICE FOR TROUBLESOME DISTRICTS.

Rangoon, Jan. 6.

The police have been reinforced in various troublesome districts and 24 Burmese associations have been declared unlawful.

Meanwhile the tax collection is progressing considerably.—*Reuter.*

ARTIST'S GIFT.

"TRIBUTE OF ADMIRATION."

Amsterdam, Jan. 6.

The Government has gratefully accepted the offer of Mr. Frank Brannwyn, the Royal Academician, to present to the nation practically all his etchings and lithographs as "a modest tribute of love and admiration of the country which produced the greatest of all etchers."

SWEPT BY GALE.

MANY CASUALTIES IN HOME STORM.

COLLISION OF LINERS.

London, Jan. 6.

Having weathered the blizzard and the great thaw floods the country is now being swept by a terrific gale, which has already been responsible for a number of casualties.

Considerable damage was done in North London where a wall was blown down, burying and killing a woman. In West London a hoarding collapsed, two men and one woman being injured. Another hoarding in North West London crashed on top of a man and girl.

Two P. and O. liners, the Razmak and Mooltan, collided at Tilbury, the former being blown off her course. Her bridge was very badly damaged, and her sailing for Bombay has been delayed.

60-Mile Hour Gale.

The gusts sometimes reached 60 miles an hour and lashed the Thames along the Embankment into the semblance of a rough sea. Showers of spray deluged the barges.

A horse drawn van, when crossing the Tower Bridge, overturned and an avalanche of tea chests hurtled into the river. The driver and horse were not hurt. Many pedestrians were blown

STOP PRESS.

SHANGHAI BANDIT'S STAND.

"SYDNEY STREET" AFFAIR.

TROOPS HELP POLICE.

(Our Own Correspondent.)

Shanghai, Jan. 7.

A raid against kidnappers in the Wayside district developed into a Sydney Street battle, which commenced on Friday afternoon and is still progressing at 10 o'clock this morning.

One man is dead and another is holding out. Mills, hand grenades, machine guns and rifles have been requisitioned, searchlights and tear-gas enhancing the spectacular effect.

British troops and the Fire Brigade are assisting the police against a solitary bandit who is believed to be the ring-leader of a kidnapping organisation.

The prolonged operations are attributed to the desire on the part of the authorities to avoid needless sacrifice of valuable lives, but they may decide to blow up the house as a last resort.

from the pavements under the traffic, and exciting rescues were effected.

The cross-channel air services were suspended and many vessels on the Irish Sea flew to shelter. Eight men were seriously injured when some Belfast scaffolding was blown down.—*Reuter.*

Deaths and Injuries.

London, Jan. 6.

A severe gale visited the British Isles to-day, doing considerable damage on land and sea.

Deaths and injuries to persons caused by the falling of walls, roofs and trees are reported from all parts. Two Peninsular and Oriental liners collided at Tilbury. The Razmak, leaving with passengers for Bombay, was blown out of her course and crashed into the Mooltan. The Razmak's bridge was damaged but no passenger was hurt. The Razmak will continue her voyage.—*British Wireless.*

LADY CLEMENTI.

MAKING SATISFACTORY PROGRESS.

Lady Clementi, who has been operated on at the Peak Hospital for deep pelvic abscess, and the removal of the appendix, is now making satisfactory progress.

HELPING DISTRESSED UNEMPLOYED.

TO FACILITATE TRANSFER OF MINERS.

A VALUABLE SCHEME.

London, Jan. 6.

It is announced that the Minister of Labour has appointed an Industrial Transference Board, consisting of Sir Warren Fisher, Sir John Cadman and Sir David Shackleton, "to facilitate the transfer of workers, particularly miners, for whom opportunities of employment in their own district or occupation are no longer available."

In announcing recently in the House of Commons the decision of the Government to appoint such a commission, Sir Philip Cunliffe-Lister, President of the Board of Trade, said that the sole object would be to stimulate and assist the transfer of workers from distressed areas to openings in other areas and industries both at home and overseas. He said that the Minister of Labour would define the distressed areas and that the Commission would, through the machinery of the Labour Ministry, attempt to find jobs for the unemployed. The distressed areas were not confined to coal but the worst of them were in Durham, Northumberland, on the North-east Coast and in South Wales in the coal, iron, steel and other heavy industries.

Financial Assistance.

When it was necessary, the workers being transferred would be assisted financially with railway fares and moving expenses. Discussion would be necessary with the Overseas Settlement Committee. It was very likely they would find in the future in a Dominion like Canada, with great advancing prosperity, that the committee would have a very good chance of getting what might be seasonal or permanent employment for a man in Canada. Such men might get a certainty of six months' work but did not want to go out there unless he was sure he would be permanent in his job. It was worth while considering in a case like that whether he could not have an assurance that when the seasonal employment came to end, he would be helped with his return passage.—*British Wireless.*

BRAVE MEN HONOURED.

ECHO OF MARITIME DISASTER.

Rotterdam, Jan. 6.

The Minister for Public Works has addressed the officers and crew of the Dutch steamer Alhena which rescued 536 people from the ill-fated Italian liner Principessa Mafalda.

The Queen has conferred the knighthood of Orange Nassau on Captain Smoelenaar, and silver and bronze medals of the same Order on the crew.—*Reuter.*

SOVIET ELECTIONS.

PROPOSAL FOR POSTPONEMENT.

Moscow, Jan. 6.

The Praesidium of the Central Executive Committee proposes to postpone the Soviet elections which are due shortly until the Autumn.—*Reuter.*

WOODPULP SUPPLY.

SCANDINAVIAN RESTRICTION.

Helsingfors, Jan. 6.

Finnish, Swedish and Norwegian woodpulp manufacturers have agreed to reduce the output for 1928 by half a million tons of wet pulp, which is equivalent to a quarter of a million of dry pulp, in view of the unfavourable conditions of the world markets.—*Reuter.*

Bulls and Innors

From the Office Butts.

Why play golf? You can get into just as much trouble in a nice sociable game of bridge.

These bickerings about evolution appear to be only gorilla warfare, after all.

Some men are born to fame, and others give daughters in companionate marriage.

Some of our leading deplorers are now having a well-earned rest.

"The effects of swallowing large quantities of sauce are most surprising," says a Shanghai newspaper. We should say so.

"A baby projector" is advertised for sale. Should be useful to distracted fathers.

"Blood-thirst red" is now the popular colour," says a London fashion writer. South China led this fashion a month ago.

Some of these Chinese war lords are reported to be "establishing touch." Nothing like a little squeeze now and then.

A professor says success is not due to brains but to luck and outside influences. Seems as if intelligence has been over-emphasised too.

"The wind-blown bob" is the latest coiffure. More work for the vacuum cleaner.

The only chance some Hong Kong people have of figuring in the Honours is when they play bridge.

There is not likely to be any more rising in Canton for some time, owing to the absence of dough.

Motor note: Avoid Scottish pedestrians. They carry corkscrews.

The Colonial Boarding House Keepers' Auxiliary Service Medal is to be awarded to the author of the Telegraph article headed "Dinners later and lighter."

The gentleman who is advertising for Physical Culture Training must not be bothered with shroffs.

Contestants to-night at Lee Gardens are Grush and Ford. The motor industry is unaffected.

A Mr. Post won a race at the Police Sports. The attention of the P.M.G. should be drawn to this contravention of speed laws.

In the University prize list, it is noted that the Gittins are gittin things.

The "first waltz" at the St. George's Ball last night was "What Does It Matter?" That's what MacWhirter said when they gave him lemon punch.

Apparently our local enthusiasts have decided that digging for iron in the New Territories will be more profitable than digging potatoes.

Local examination results show that a broad education is not necessarily one which is obtained at home.

What China needs is more companionate crooks.

Pedestrians should be seen and not hurt.

Some of these giggling flappers ought to go in for a course of Mirth Control.

The New Year Eve carnivals showed that there's a lot of waist motion in dancing.

A stray bat from the belfry. "How do you strike a football match?"

A heading we may yet live to see:—"Hongkong Government's Clean Sweep. Desks Dusty For New Year."

A Chinese attempted to rob a soy factory on New Year's Day. There is no limit to some people's saucy.

Anybody may join the Police Reserve, if they conform with the regulations as per Appendix. But supposing we have already been operated on?

One of the Globe Trotters crowd opening next week is a Wallye Pepper. He, she or it, must be hot stuff.

The Complaints of the Season are to hand from those friends who are still searching for a non-existent contract, and a non-existent dinner in a non-existent hotel at West Point.

Just published: "The Husband's Return" by Eliza Lot.

Investor: There is always a bullish tendency on Saturdays.

The news from New York that Miss Corona was to sing in "Il Trovatore" left us wondering if she had the touch.

A Hongkong garage proprietor has nicknamed his office boy "Small Bore."

A Dublin newspaper advertises "An Cornish chum na galdhige," or "The Short Cut to Irish." We'd prefer a double-Scotch.

It appears to have been decided that a uniform change for the District Watchmen is desirable.

A Manila man boasts of possessing an 18-year-old Ford which is still going strong, although it has twice fallen into a river. As Punch once said, you can't even drown 'em.

Yesterday, according to the Chinese calendar, was the festival of "Slight Cold." Yes, we have one.

Good ethics needs no bush. Apparently even up in an aeroplane now one is not immune to the possibility of seeing snakes.

It will be observed, from the Canton news published by a contemporary that the paper-chasing season has begun.

After reading the Deer-hunting correspondence, a prominent Taipei resident was seen to trample a worm to death with great brutality. Otherwise, crime in the district is normal.

These lady swimmers from Africa to Gibraltar appear to have found themselves in straits.

Some of this local hunting seems to be deer at any price.

A week ago to-day, we were making New Year resolutions. It is a recognised past-time.

Following the China Mail's account of the Wu Chao-chu protest regarding the Irene piracy, it is announced that the Chiang Kai-shek will shortly be reconstructed.

To-day's Dewarism: "The man who does nothing does somebody."

It would appear that the present deer season has gone off with a bang.

So have some of these dear presents.

There is often a strong feeling about wearing under-vests.

Some of these Christmas fountain pens live up to the name.



"Who is that ass in the corner?"
"My husband."
"I'm sorry!"
"So am I!"

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CHINESE CHAMBER.

STRONG PROTEST AGAINST
WHITWASHING SPRAY.

A meeting of the members of the Committee of the Chinese Chamber of Commerce was held in the premises of the Chamber in Connaught Road Central yesterday and the attendance included several prominent Chinese businessmen. Mr. Li Yau-tsun occupied the chair.

The customary procedure of reading letters addressed to the Chamber on diverse matters was followed.

There appears to be marked resentment from Chinese shopkeepers regarding the new method of whitewashing houses, adopted by the Sanitary Department. From the letters of protests received by the Chamber, it would seem that a spray is employed by Sanitary coolies when whitewashing. The objections to this method lie in the fact that not only do the walls and roof of a house receive the wash, but practically the whole floor and a good deal of the furniture and windows comes under the same treatment.

It was pointed out by one writer that in the present dry season, with a restricted water supply in Chinese districts, the task of cleaning up, after the whitewashing, is difficult and as a consequence unnecessary hardship is inflicted. Moreover, when the time which has fallen over the furniture and floor becomes dry, it forms a serious menace to health. One writer, "was sorry to say that a measure introduced by the Sanitary Department to promote health, was actually having a contrary influence." Further, the wash used by the Sanitary Department was of a corrosive nature and did much damage to property.

Inspection Delay.

Discussion followed during which it was complained that when whitewashing was done privately, the Sanitary Department would not send any representative to inspect the houses until a week or more had elapsed, by which time the smoke from the kitchen generally blackened the rear portion of the house. Hence, some shops had been ordered to whitewash their shops several times.

One speaker suggested that the matter be left in the hands of the two Chinese members of the Sanitary Board, and the matter was left there.

Later Mr. Wong Kwong-tin one of the two members, arrived at the meeting and the matter was reopened. Mr. Wong stated that if there was any case of hardship, he would be pleased to place it before the authorities, but requested that full particulars be placed before him. He had, personally visited two cases and found little ground for complaint.

This last statement aroused criticism from other members who pointed out that letters giving details of the objectionable nature of this system of whitewashing had been received by the Chamber. Remarks of a personal nature were exchanged between several members, but eventually it was decided to approach the authorities through the two Chinese members of the Sanitary Board.

A protest was received from a Chinese who claims that last week he was assaulted by the Police. It was alleged by this man that the picket who met him near Causeway Bay in the course of a search struck him several times.

In Canton New.

Conditions in Canton also came in for discussion. It was announced that the Chairman of the Canton Chamber of Commerce was in Hongkong recently and from him it was learned that the Canton Government had given their Chamber \$100,000 in Central Bank notes for the purpose of relief work. Owing to the discount placed on these notes, about 40% it was indicated that the sum was not adequate, in view of the large area afflicted. The Chamber in Hongkong was informed that there were not many destitutes in the city proper but in the suburbs and outskirts of the city the suffering

ANTI-WAR MOVE.

BRITISH PRESS OPINION.

London, Jan. 6.
Commenting on Mr. Kellogg's Note the Times emphasises that while Britain is for the present merely a sympathetic and keenly interested outsider, the attitude of France must have a particular significance for Britain in view of Franco-British co-operation in efforts for the promoting of European peace.

"One result of these efforts has been that Germany and other formerly hostile nations have been gradually brought into a practical movement for the consolidation of peace."

"Another result has been the growing confidence in real achievement, coupled with a reluctance to pin faith to too general formulae that precipitately declare the speedy end of war. America has missed this experience and has taken her own separate way of settling with Europe matters connected with her participation in the World War."

"At the same time it cannot be forgotten that she has from time to time, most usefully adapted her policy to the facts of the European situation. Her co-operation, and the preparation and execution of the Dawes plan, has been very valuable and though not a member of the League she has gradually become associated with some of its most numerous activities."—British Wireless.

IRAQ ATROCITIES.

FORCES TO PUNISH RAIDERS.

Baghdad, Jan. 6.
The formation of combined Anglo-Iraq forces, sufficiently powerful to punish Faisal-at-Dowish's raiders, was announced by the Premier in the Chamber of Deputies. He added that the operations would be completed within a month.—Reuter.

[A previous telegram stated: Throughout Iraq there is seething indignation at the atrocities of Faisal-at-Dowish, who recently carried out a third ferocious raid in six weeks on an Iraq tribe of harmless shepherds, slaughtering all the males, including infants, driving off the cattle and leaving the miserable remnant of women to die of hunger. News trickles across the desert too late for effective Air Force action. All the Nomads are panic-stricken, including the great Anizah tribe, who have scattered in the desert on the route toward Syria. The raids reveal the weakness of Ibn Saud's regime, which, apparently, is impotent to control its former supporters, and unless immediate punitive measures are devised, serious political consequences in Iraq are feared.]

HOTEL DESTROYED.

BIG FIRE IN NEW YORK.

New York, Jan. 6.
Two men and one woman, guests, were incinerated in a fire which destroyed the century-old Westcott Hotel at Ossining. Thirty-five were saved by the heroism of the firemen. Three unsuccessful attempts were made last year to set fire to the hotel.—Reuter's American Service.

continues, as it was there that the Reds did most damage.

The Chairman pointed out to the meeting that he had heard that recently thirty bags of rice were sent up by a merchant for distribution at Canton, but the net result of such philanthropy was that the beggars in the city, and not those who were afflicted, benefited.

Some discussion also took place regarding the water restriction in Chinese houses. It was, however, decided not to interfere with the Government plans, as the Chamber was of the opinion that the Government was doing its best and hardship to individuals was unfortunate.

STREET BATTLE.

HOW SERGT. MCMAHON WAS
WOUNDED.

An eye-witness' account of the precise circumstances in which Sergeant McMahon received his injuries in a running battle with gunmen in the early morning of December 7, was related at the Central Magistracy, before Mr. R. E. Lindsell, yesterday afternoon, at the resumption of the preliminary trial of Chu Chi-chuen, charged with being concerned in the armed robbery of the Mei Sun Cafe, at Queen's Road West, and with shooting at the police to resist arrest.

The last witness in the charge of armed robbery was a kitchen-hand at the Cafe, who deposed that while having supper with the other foks prior to closing down the shop for the day, they were interrupted by one of four "customers" calling for his bill. While the cafe proprietor was attending to this, one of the other "customers" walked ahead through the door, but presently returned on being informed by his companion that he had dropped a handkerchief.

That appeared to be only a ruse, for the four "customers" at this point drew guns and pointed them at the foks.

What happened after this has already been detailed by previous witnesses, save that witness made the additional statement that the man found killed in Wing Lok Street was one of these armed robbers.

The Shooting.
Constable Abdullah described the encounter between the police picket and the robbers. He was one of six members of a ticket commanded by Sergeant McMahon which at 2.30 a.m. was strung out around a triangle formed by the contour of the Fruit Market, at the junction of Tonham Strand and Wing Lok Street, for the purpose of searching late way-farers.

Witness was stationed at the junction of Wing Lok Street and Morrison Street, and the picket leader was standing to the west of him. Two Chinese were observed coming up from that direction, followed some distance behind by others. They were permitted to pass Sergeant McMahon without being stopped, but were challenged by witness, who ordered them to put up their hands.

One of the two Chinese—he was the defendant—observed that witness must be joking, but on being assured to the contrary, he immediately took to his heels, with the Indian following in pursuit.

"As I seized him and twined my arms around his body, he drew his gun with his right arm and shot at Detective 446 Lui Tung, who had come up," stated witness.

"The other man who was with the defendant also came up abreast of me, and when defendant fired at Lui Tung, this man swung round and also shot at Lui Tung. Lui Tung dropped immediately after this second shot."

Sergeant McMahon Wounded.
In the interval, witness had managed to disarm and secure the defendant, with the help of an Indian Sergeant of the picket.

The third shot in this encounter at Wing Lok Street was fired by Sergeant McMahon. It was fired at the man who shot Lui Tung. He now replied to Sergeant McMahon with a shot—the fourth so far exchanged—and Sergeant McMahon was seen to fall.

Questioned, witness said before he dropped, the Sergeant had fired some more shots.

That was the last witness saw of the desperado, until a pistol was handed to him as being taken from the dead body of a man who was shot dead some 50 yards from witness in the line of flight.

The hearing was adjourned. Before the Court rose, the Assistant Crown Solicitor (Mr. T. S. Whyte-Smith) said the case against the defendant would be that he was one of the armed gang operating at the Mei Sun Cafe, and that he shot at the police to resist arrest.

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or when he can
his first foods, add
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CANTON'S REIGN OF TERROR

Photographs showing the terrible
havoc now on sale at

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Studio, Ice House St.

Branch 7, Beaconsfield Arcade.

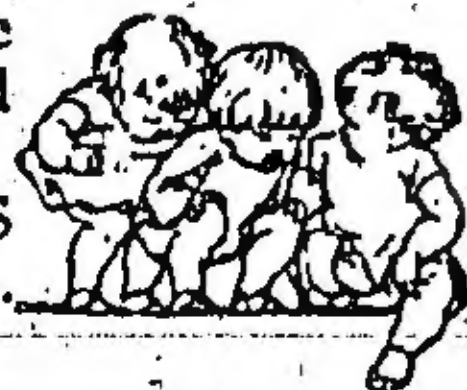
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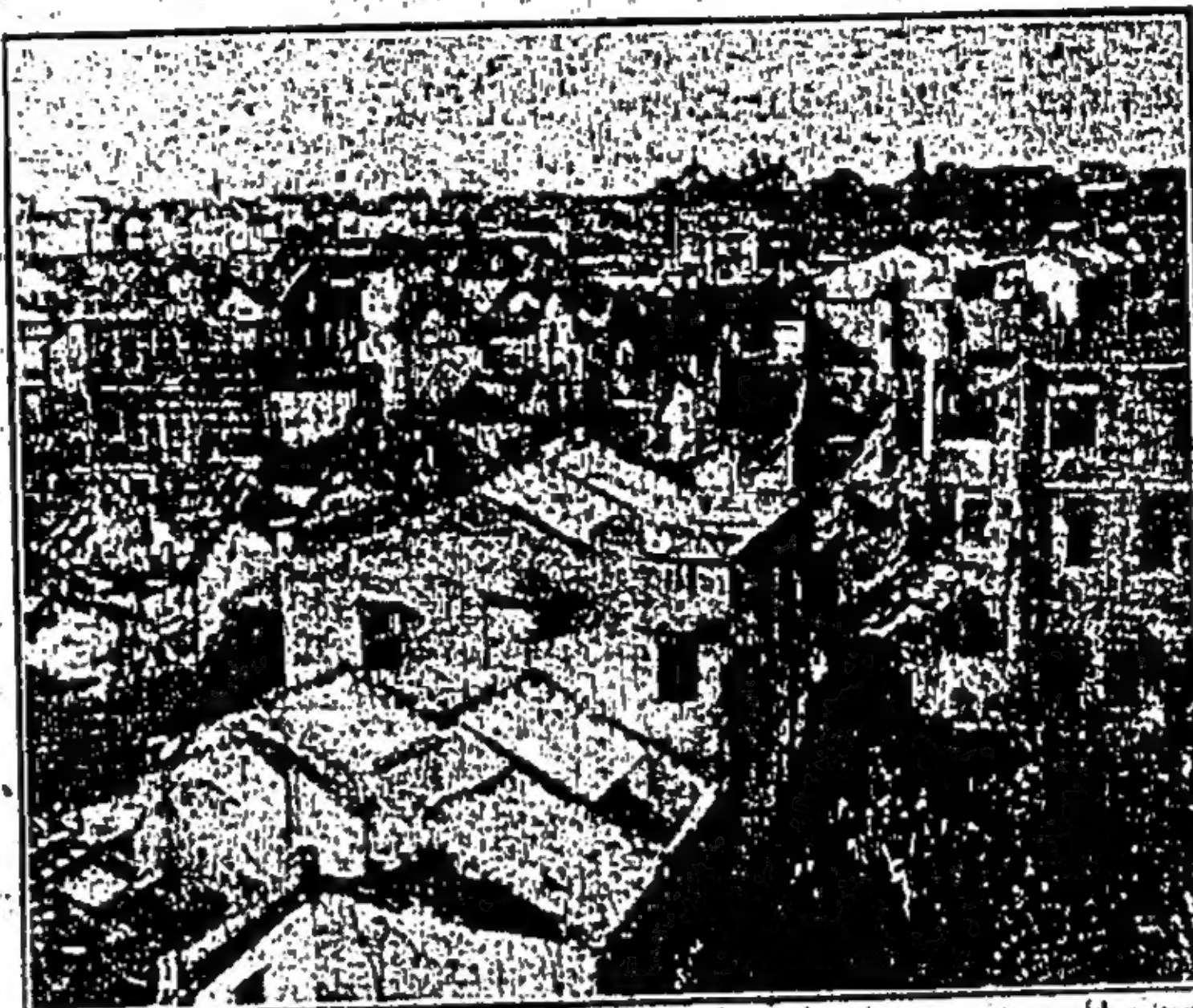




Group photograph of the Staff and Inspectors of the Sanitary Department, taken in connexion with the retirement of Mr. P. T. Lambie (centre figure seated). Photo: Ming Yuen.



A New Year's fancy dress dance on H. M. S. Ambrose. (Photo: Ming Yuen)



Another scene of desolation at Canton following the recent upheaval. (Photo: Mr. M. La Voy, Pathe News).



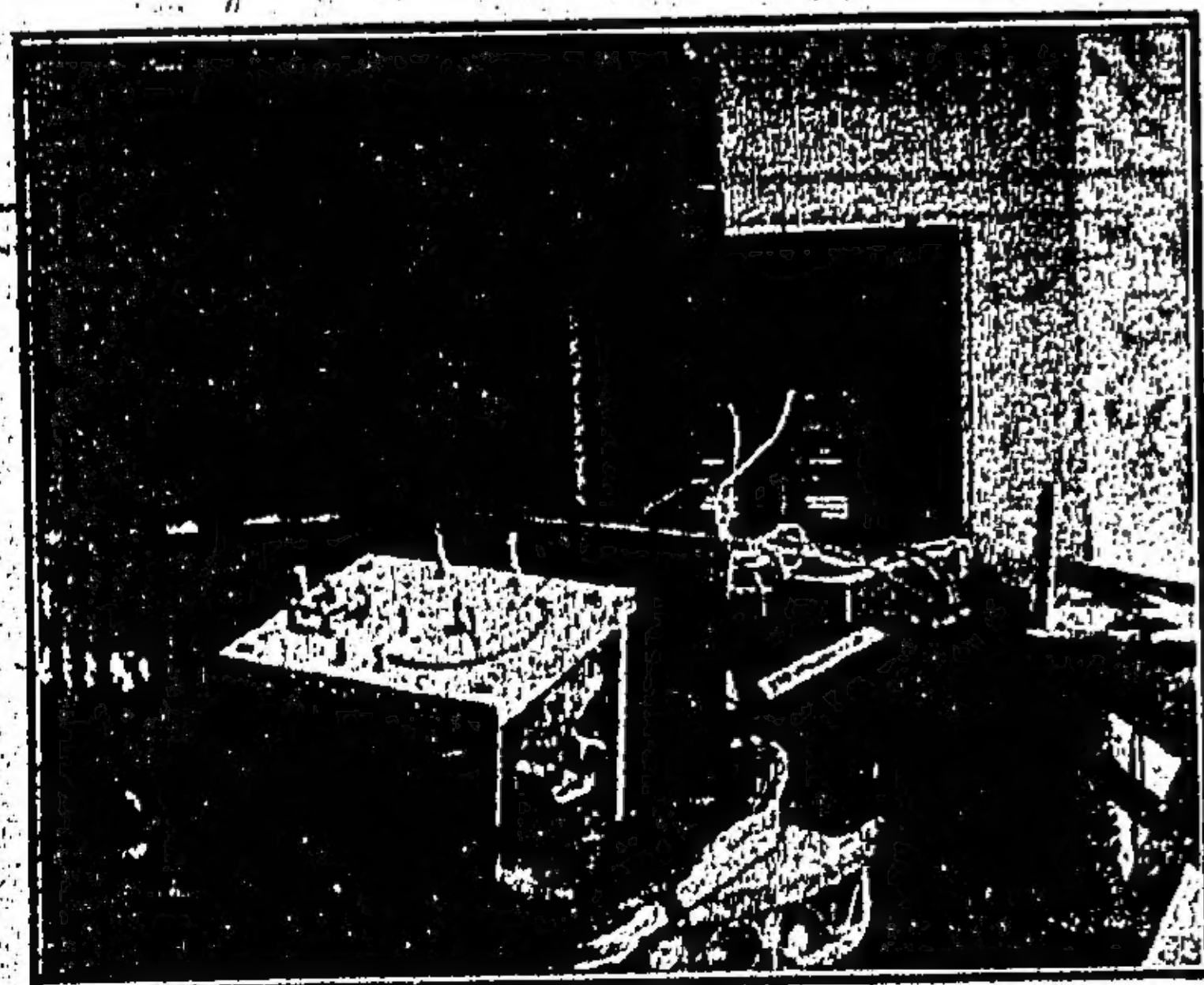
A New Year's Day gathering at the Mess of the Yokohama Specie Bank, Bowen Road. (Photo: Ming Yuen).



Participants in a fairy play given by the children of the Victoria Garrison School. (Photo: Ming Yuen).



The most recent picture of Gen. Li Fuk-lum, of Honam, who is now in Hongkong. (Photo: Mr. M. La Voy, Pathe News).



The radio transmitting set discovered in the Russian Consulate, at Canton, after the recent raid. (Photo: Mr. M. La Voy, Pathe News).



Group photograph taken at the wedding of Mr. Leo Shu-kee and Miss Ngai Ling-chie, the daughter of General Ngai Bong-ping, which took place this week.

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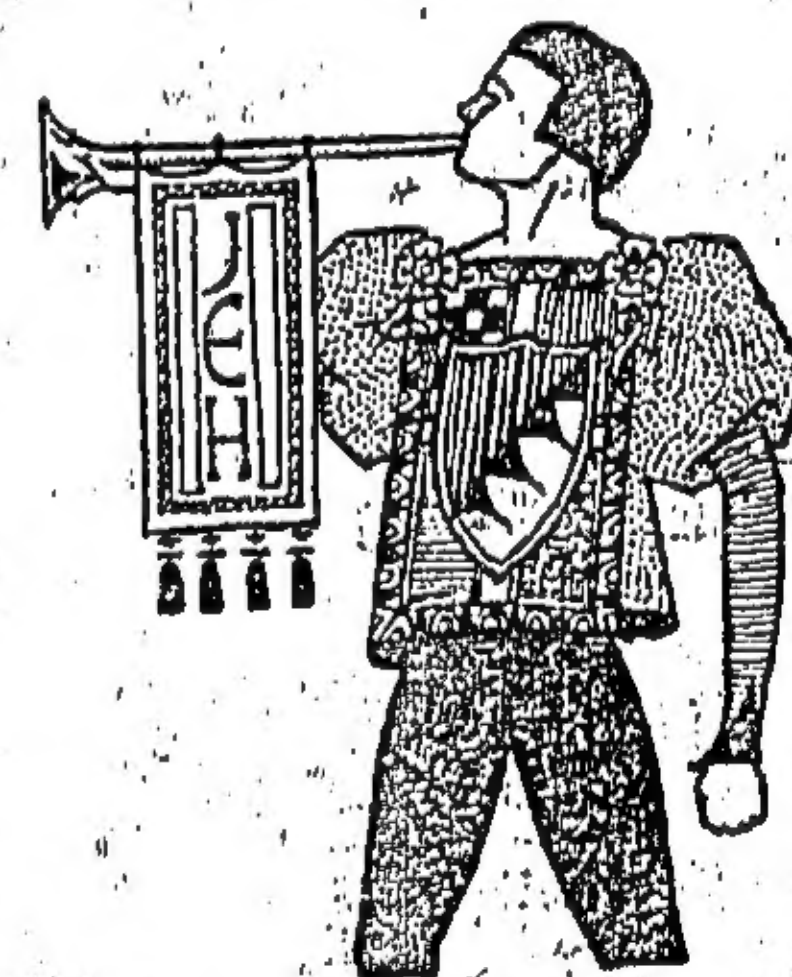
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WANTED.—The undersigned is willing to buy all kinds **SECOND HAND CLOTHING** (Ladies' and Gentlemen's). J. Nobron, 63, Nathan Road, Kowloon. Communicate by letter only.

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THOROUGHLY RELIABLE AMAH, available journey to England, February. Previous experience of sea travelling. Apply Box No. 303, care of "Hongkong Telegraph."

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TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—"West Lodge," 15A, Magazine Gap Road, from February 1st. Apply Connell care of Palmer and Turner.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—From 3rd February, House on Peak upper level, 5 rooms, 4 bathrooms and servants quarters, rent \$115. Future occupant must buy complete furniture which is in very good condition \$2,000. Apply Box No. 304, care of "Hongkong Telegraph."

Oso, November 22.—Denmark is in danger of losing one of her greatest tourist attractions, the 180-yard-high chalk cliff of the island of Moen, which falls abruptly into the Baltic. Several hundred square yards of the cliff recently sank into the sea, and new landslips are expected. Including the portion known as The Queen's Chair, a formation resembling that of a throne. The part of the island now directly threatened is inhabited, and nine families live in constant danger of their lives.

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suits of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

FAMILY HOTEL, quite apartments with hot and cold conveniences bath-room attached, excellent attendance and good food, full board—Central locality, Hongkong side, Single Rooms at \$120. Large Rooms with verandah at \$160 or \$220 for two persons. Apply Box No. 302, care of "Hongkong Telegraph."

HONGKONG JOCKEY CLUB.

Owners are reminded that Entries for the forthcoming Annual Race Meeting will close on Saturday, the 14th January, 1928, at 3 p.m.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.
13th, 14th, 15th and 18th February, 1928.

Draft programmes and entry forms are now ready and may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

STEAMSHIP SERVICE.

MACAO TO TIMOR.

The Government of Macao is prepared to accept proposals for the establishment of a steamship service between Macao and Timor.

Proposals should reach the undersigned not later than 17th January, 1928. Particulars may be obtained from the Portuguese consulates at Hongkong, Shanghai, Manila, Kobe, Amoy and Saigon, or from the undersigned.

ALMEIDA PINHEIRE,
Harbour Master,
Macao, 20th December, 1927.

FANLING HUNT

STEEPLECHASERS.

CHINESE NEW YEAR MEETING.

21st January, 1928.

DRAUGHT PROGRAMMES and **ENTRY FORMS** for the **CHINESE NEW YEAR MEETING** to be held on January 21st, 1928, (Weather Permitting) may be obtained from Dr. F. Pierce Grove, The Polo Club & Causeway Bay Stables. Entries close before noon Saturday, 7th January, 1928.

THE HONGKONG BOXING ASSOCIATION.

THIRD TOURNAMENT OF THE SEASON.

Saturday, 7th January, at 9.15 p.m.

LEE THEATRE.

MAIN EVENTS.

10 Round Welterweight Contest.

Ldg. Seaman Hall.

H.M.S. "Ambrose."

Marine Fraser.

H.M.S. "Tamar."

10 Round Middleweight Contest.

A. B. Buckmaster.

H.M.S. "Hawkins."

Sgnman Morris.

H.M.S. "Argus."

and five six Round Contests.

BOOKING AT MOUTRIES.

Members.—Thursday, 5th January.

General Public.—Friday and Saturday, 6th & 7th January.

USUAL PRICES.

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NEW ADVERTISEMENTS

CHURCH NOTICES.

First Sunday After Epiphany.

TO-MORROW'S SERVICES.

St. John's Cathedral, Hongkong, January 8th, 1928. 1st, Sunday After Epiphany. Holy Communion, 8 a.m. Choral Preacher: Rev. W. R. Cannell. Evening, 6 p.m. Preacher: Rev. W. R. Cannell Social Gathering in Cathedral Hall after Evening.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Sacrament." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall, 7, Duddell Street (first floor) Rutton Buildings. Sunday, January 8th, at 8.30 p.m. Lecture by Pastor Lyman W. Shaw, well known speaker and bible lecturer. "WHERE ARE THE DEAD?" (An Impressive Sermon taking the sting out of Death.) Everyone welcome.

CHINA AUCTION ROOMS.

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If you have anything you would like to sell, exchange or advertise send it to the **CHINA AUCTION ROOM.**
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constipation, Pinkettes are perfect, because they are not habit-forming and neither pain nor purge. They also aid digestion, banish bilious attacks and sick headaches, quickly relieve Piles. Your chemist sell them, or post free, 60 cents per tin, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai. Let Pinkettes.

PHOTOGRAPHY & ART EXHIBITION & CONTEST AT MACAO

From 22nd Jan. to 15th Feb. 1928. Entries close 18th January, 1928.

For particulars address: The DIRECTOR, Port Works Department, Macao.

MISS SIGGINS, C.S.M.M.G.

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LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **MONDAY,**
the 9th January, 1928,
commencing at 11 a.m.

At The British General Hospital (Diocesan Boys School—Entrance Argyle Street, Homuntin):

5 Timber Huts each 88' x 18' x 7'9" (to eaves), with Doors and Sashes.

2 Timber Huts each 102' x 18' x 7'9" (to eaves), with Doors and Sashes.

(Inclusive of Inner Partitions.)

5 Timber Huts ranging from 58' x 18' x 7'9" (to eaves) to 18' x 18' x 7'9" (to eaves), with Doors and Sashes.

All of the above Huts have been dismantled.

Further Particulars from the Undersigned.

Terms:—As Customary.

LAMMERT BROS.,
Auctioneers.
Hongkong, 31st Dec., 1927.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **TUESDAY,**
the 10th January, 1928,
commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection of Curios, comprising:—

Five-coloured Vases, Plates, Screens, Bronze Ware, Cloisonne Vases, Incense Burners and Flower Pots, Old Embroideries, Lacquered and Blackwood Screens and Stools, etc., etc.

On View from Monday, the 9th January, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **WEDNESDAY,**
the 11th January, 1928,
commencing at 11 a.m.

At No. 23 Godown Lower, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

A Quality of Miscellaneous Goods, comprising:—

Tee Iron, Angle Iron, Round Iron, Flat Iron, Square Iron, Nail Rods, Bar Ends, Paper and Swan Scrayah, etc., etc.

and

187 Iron Bars, (stored in No. 19 Open Passage).

522 Bags Guano, (stored in No. 4 Godown Lower).

Terms:—Cash on Delivery.

LAMMERT BROS.,
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BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

The Valuable Leasehold Property.

Situate at Kowloon in the Colony of Hongkong and registered in the Land Office as The Remaining Portion of Kowloon Inland Lot No. 1381 together with the messuage erections and buildings thereon known as No. 227 Portland Street (formerly No. 173 Portland Street). Area 791.25 square feet. Proportion of Annual Crown Rent \$9.76.

To be sold by Messrs. LAMMERT BROS., Auctioneers at their

Auction Rooms No. 8A, Duddell Street, Hongkong, on

WEDNESDAY, the 11th day of January, 1928,

at 3 o'clock in the afternoon. For further Particulars and Conditions of Sale Apply to Messrs. JOHNSON STOKES and MASTER,

Mortgagees' Solicitors, Prince's Building, or to Messrs. LAMMERT BROS., Auctioneers.

Dated 24th Dec., 1927.

PUBLIC AUCTION

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

THE VALUABLE LEASEHOLD PROPERTY.

SITUATE AT SHAUKIWAN ROAD in the Colony of Hongkong and registered in the Land Office as INLAND LOT NO. 1705 and known as the MING YUEN GARDENS

Area—207900 sq. ft. or thereabouts.

Annual Crown Rent:—\$478.00.

by Messrs. LAMMERT BROTHERS, Auctioneers,

AT THEIR SALEROOM, No. 8A, Duddell Street, Victoria, Hongkong.

on **FRIDAY,** the 13th day of January, 1928, at 3 o'clock p.m.

For further Particulars and Conditions of Sale Apply to: Messrs. HASTINGS, DENNIS and BOWLEY,

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Official photographers to The Hongkong Telegraph

ADDRESS: 5, Duddell Street

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HONGKONG TIDE TABLE.

From 5th to 15th January, 1928.

Rise Water. Low Water.

Day	Time	Height	Time	Height
Mon.	9	10.10	4	3.38
Tues.	10	10.16	5	3.38
Wed.	11	10.22	6	3.38
Thurs.	12	10.28	7	3.38
Friday	13	10.34	8	3.38
Satur.	14	10.40	9	3.38
Sun.	15	10.46	10	3.38

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Date
U.S.A., Honolulu, Japan & Shanghai	Taiyo Maru	January 8.
Calcutta and Straits	Namsang	January 8.
U.S.A., Canada, Japan and Shanghai	Pres. Grant	January 8.
Shanghai	Sunning	January 8.
Manila	Pres. Jefferson	January 8.
Straits	Katori Maru	January 9.
Japan and Shanghai	Kitano Maru	January 13.
Japan and Shanghai	Chenoucaux	January 17.
Japan	Aki Maru	January 17.
Australia and Manila	Mishima Maru	January 19.
Canada, U.S.A., Japan and Shanghai	Emp. of Canada	January 19.
Straits	Atsuta Maru	January 23.
U.S.A. Honolulu Japan and Shanghai	Tonyo Maru	January 27.
Japan and Shanghai	Haruna Maru	January 27.

OUTWARD MAILS.

For	Per	Date
Haiphong	Tonkin	Sat, Jan. 7, 2.30 p.m.
Manila and parcels only for Germany	Ermland	Sat, Jan. 7, 3.30 p.m.
via Hamburg	Antung	Sat, Jan. 7, 5 p.m.
Fort Bayard, Hoihow and Haiphong	Song Bo	Sat, Jan. 7, 5 p.m.
Pakhoi	Lamchow	Sat, Jan. 7, 5 p.m.
Bangkok via Swatow	Kwangchow	Sun, Jan. 8, 8.30 a.m.
Hoihow, Pakhoi and Haiphong	Linan	Sun, Jan. 8, 9 a.m.
Swatow, Amoy and Foochow	Kaiyo Maru	Sun, Jan. 8, 9 a.m.
Shanghai and Europe via Siberia	Szechuen	Mon, Jan. 9, 3.30 a.m.
Swatow	Hydranga	Mon, Jan. 9, 2.30 p.m.
Amoy	Namsang	Mon, Jan. 9, 5 p.m.
Shanghai, Japan, Honolulu and San Francisco	Taiyo Maru	Tues, Jan. 10, Registration 9.45 a.m. Letters 10.30 a.m.
		(Due San Francisco 3rd February).
Swatow, Amoy and Foochow	Katori Maru	Tues, Jan. 10, 10.30 a.m.
Straits, Egypt and Europe via Marseilles	Hainan	Tues, Jan. 10, 1 p.m.
	Orestes	Tues, Jan. 10, Registration 1 p.m. Letters 1 p.m. G.P.O.
		Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 9th Feb., 1928).

Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C., and Europe via Siberia.

Pros. Jefferson

Parcels

Registration

Letters

Registration

Letters

Registration

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MR. CHURCHILL AND
FLAPPER VOTE.GLAD IF IT HAD BEEN PUT
OFF.

Loud cheers greeted the declaration of Mr. Winston Churchill, the Chancellor of the Exchequer, at the Constitutional Club, Northumberland-avenue, recently that he wished the decision to extend the franchise to women of 21 could have been deferred.

This was Mr. Churchill's first speech at the club for 24 years. Referring to the "flapper vote" he said:

I have never concealed that I should personally have been glad if this matter could have been put off until a later period in our political development. (Cheers.) But I was not aware at the last election of the pledges given or the interpretations put upon them. I am quite sure of this: that in view of all the facts as we now know them, it would be a very great danger for the Government to do anything which would allow themselves to be assailed by any charge of breach of faith by any very large section of the population.

For my part I accept the decision which the Cabinet came to and which has been endorsed almost unanimously by the Unionist and Conservative associations in England and Scotland.

Do not let us be discouraged. If you take 1,000 men and 1,000 women drawn at random my personal view is that on the whole you will find there is a larger percentage of Conservatives in the 1,000 women than in the 1,000 men.

At any rate that was the view taken by the conferences at Cardiff and Edinburgh, which certainly did not view this large extension of the franchise with any feelings of fear. It is our duty to make sure that these new votes are won over. They have a great interest in the stability of the country. There is no one who has more interest in that stability than those who preside over the home.

I cannot believe that the subversive doctrines of Socialism or the rowdy moods and manners of a section of our opponents, or the violent revolutionary doctrines of the Communists will make any headway in an electorate the majority of whom will be concerned with the prosaic but vital details of keeping the home together and bringing up a family. (Cheers.)

Maudling Budgets.
Dealing with the financial position of the country, Mr. Churchill said that three successive Budgets had been mauled and mangled by the coal troubles. First there was the coal subsidy which many thought was a mistake and which perhaps was a mistake; that had upset their first year's finance. The strike itself had destroyed their second, and the aftermath of the strike, involving a loss of £20,000,000 to £30,000,000 in the revenue, overclouded us at the present time, Mr. Churchill added: We have got through this period

HOMICIDAL FOOTBALL.
AMERICA'S CASUALTY LISTS.

New York, Nov. 27.
The hazardousness of at least one branch of American sport is emphasized by the announcement that 17 young men were killed and 100 suffered major injuries during the college football season just ended.

This game, which is avowedly one of the roughest, claims annually a large number of casualties. Eight players were killed and 200 injured in 1926 and 20 were killed and 100 injured in 1925. The season lasts only through October and November with an occasional game played in September and December.

One of the chief manoeuvres in the game provides for "shoulder to shoulder" charging by players, one side carrying the half to the other's goal. The dead this year were between 15 and 22 years old. It is emphasised that the percentage of casualties is low in view of the gigantic scale on which the game is now being played throughout the country. Public protest has resulted in a modification of the rules, principally for the purpose of eliminating injuries.

DARTMOOR PRISON.

CLOSING FORESHADOWED.

London, Nov. 27.

The Secretary for Home Affairs (Sir William Joynson-Hicks), who recently toured the penal settlements and prisons, described Dartmoor as a "cesspool of humanity." However, he confessed that it was difficult to know what to do with the criminal residuum.

The *Sunday Express* now affirms that Dartmoor will gradually be closed, and that convicts of the type now kept there will be sent to some distant and undeveloped part of the Empire, where they can lead more useful lives on parole.

"Pure Imagination."
London, Nov. 28.

The Secretary for Home Affairs (Sir William Joynson-Hicks) classes as pure imagination the reports that he intends to close Dartmoor Prison and send the convicts to undeveloped parts of the Empire.

"What country would take our delinquents," he asked. "I am considering the whole future of the system, and its reform would take years."

with no increase in taxes on necessary things, and without taking back the remissions somewhat imprecisely given by my predecessor and the assistance granted in the first year of the Government.

Further than that, we have retained our Sinking Fund of £65,000,000, which constitutes an asset of which no one need

BOY KING LIKES HIS
"KIDDIE CAR."TELLS LOOKER-ON IT IS
"MUCH MUCH FUN."

London, Nov. 22.
Believing that a photograph of the dimpled face of little King Michael in every Rumanian home is the best propaganda against the return of the former Crown Prince Carol, Mr. Bratianu, the Rumanian Premier, has ordered thousands of pictures of the boy King distributed throughout the country.

The anti-Carol party argues that King Michael's dimpled smile can do much to make safe the throne for the six-year-old monarch. The women of Rumania are staunch defenders of the little King, chiefly because of his golden curls and winsome face.

For this reason photographers have recently besieged the palace in Sinaia to catch the lively young monarch in every pose, and Michael, dashing through the palace park on his "kiddie car," leads the photographers a merry dance.

His English "Miss," usually the young King is dressed for the event in a white flannel sailor suit with high patent leather boots—his favourite costume. Accompanied by his English governess, whom he calls "Miss," and a police officer to guard him from danger, he meets the battery of cameras without turning a hair.

On such an occasion young King Michael granted his first "unofficial" interview to the International News Service correspondent, who accompanied the photographer.

"Does your Majesty enjoy riding on the roller?"

The King, with a boy grin, replied:

"Oh, my, it's much much fun."

"While the cameras clicked the King bombarded the company with questions, such as—

"Why does that man stick his head behind a black cloth?"

"Why do they want to make so many photographs?"

"Are they all for Bukarest?"

"What's that man over there writing?"

A Kiss as Reward.

Just after the fiftieth photograph had been snapped, up drove a big motor car with Princess Helena and her favourite dog "Wolf," catching sight of his mother, the King jumped from the table where he was sitting, ran and caught her around the neck and covered her face with kisses.

Together they went in to the door of the big palace while the King called back, "See! I knew all my lessons to-day, so Mother gave me a kiss." The cameras linked a final time to catch this "human interest" scene between the six-year-old King and his mother.

He was ashamed.

In the present year there never have been so many people at work in this island, and there never have been so few days lost through trade disputes.

WAR FILMS IN
GERMANY.PICTURES FROM FRANCE
AND BRITAIN.

"THE KING OF KINGS."

Berlin, Nov. 24.

The second part of Germany's trilogy of war films, will be released in Berlin, it is hoped, before Christmas. Applications have already been made to England and France for authentic battle scenes on the other side.

These will be shown as well as the German pictures, as in the first part of the series. Rumours have cropped up lately of a special version being prepared for abroad. This is probably a garbled account of "this request for English and French pictures. The film is awaited in Germany with the same interest as the first part, and by all accounts will be just as objective: there is certainly no intention on the Ufa Company's part to prepare an amended version for export.

The growing import of Russian films to Germany had led to an interesting development. The value of "the pictures" as propaganda has been seen by the millionaire newspaper owner, Herr Hugenberg, who is in possession of a great number of the shares, and is particularly that in picture houses owned by the Ufa Company none but topical pictures of strictly Nationalist tendency shall be included in the news part of the programme. It is rumoured that he also exerts an influence on the type of feature films chosen for production, and has already arranged an excellent system of screen propaganda to be in time for next year's elections in Germany.

Russian Films.

To counterbalance this, during the visit to Berlin of the Russian Commissioner for Arts, M. Lunacharsky, a Russo-German film company was founded which will incorporate the productions of that fine Russian company, the "Sovkino." Lunacharsky himself will adapt some of his plays for the Berlin productions. More and more Russian films are being shown in Germany, some of them excellent in comedy, but none free from revolutionary propaganda. "Bed and Sofa," a Parisian three-act comedy, translated into the atmosphere of the Soviet peasantry, and "The Waiter at the Palace Hotel," with magnificent scenes of pre-war restaurant life above and below stairs, are two of the best and most subtle of these.

The Germans themselves have been devoting most attention to unpretentious work, filming well-known novels, and trying to repeat the success they attained in the filming of operetta. Of these, "The Dangerous Age," Karin Michaelis' famous story, has been excellently done, with that fine actor, Bernhard Goetzke, in the part of the long-suffering husband. Pictures of Germans at the opera, how they rush for the buffet and consume sausage and beer in the interval, and fight for their garments in the cloak-room at the end, should make this interesting to anybody who has ever visited Germany for the sake of her music. The Ufa Company have found "The Waltz Dream" and a light comedy of musical life, "The Long Interval," big-box-office draws.

The Christ Film.

Berlin was very disappointed with the acting in the American religious film, "King of Kings," justifiably so, considering that the German picture "I.N.R.I." is definitely better cast. On the other hand, great pride is felt in the typically German touches in the first Emil Jannings film made in America, "The Way of all Flesh."

Germany realises the growing importance of the film as an integral part of the artistic life of the nation, as shown by its use in the productions of Erwin Piscator. His version of the Russian drama, "Rasputin," makes as much use of the screen as of the stage. Pictures of soldiers marching or world events thrown upon a screen which is no longer a rectangle stretched taut, but covers a globe, open up undreamed-of vistas in film productions.

Sir James Par, High Commissioner for New Zealand, speaking at the opening of a school at Salford, Sussex, said he did not think Mr. Baldwin was going far astray in giving the vote to girls. "I think that girls of twenty-one," said Sir James, "are much steeper than the average boy of that age. I think the average girl, especially the girl in employment, dislikes more than a boy does the idea of rough, unjustified, revolutionary change. While the age of flapperdom in this country goes on until about twenty-one or twenty-five, it finishes in New Zealand at eighteen."

Architects and Builders

recommend "NAUTILUS FIRES"

Because they give the highest heating efficiency, are economical in fuel consumption and do not give smoke troubles.

They are removed, in less than one minute when the fire place can be decorated with plants for the warm weather.

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This remarkable fountain pen has made unnumbered thousands of new fountain pen users. It was a pioneer in fountain pen beauty. It is a premier in fountain pen performance. Built to last a lifetime, it is guaranteed high service. The maker guarantees to keep it in writing trim—without cost to the owner—for a lifetime. Together with its excellent twin, the Titan pencil, it has won unprecedented success.

"Lifetime" pens and pencils in green or black—at better stores everywhere. Blue Label Leads in the handy tin box. Sheaffer's Slip—successor to ink—makes all pens write better.

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Distributors.

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PENS • PENCILS • SKRIP

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Amazing Price-Reductions
in this Huge

SALE!

Owing to the unseasonable winter, large stocks are still on hand in all departments, drastic reductions have therefore been made, to ensure clearance before Stock-taking. This is an unique opportunity to replenish your wardrobe at greatly reduced prices.

IN THE LADIES' DEPARTMENT.

33 1/3 o/o

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SEE WINDOW Also call and inspect the many bargains besides those enumerated on this page.

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OUR WAR-BLINDED MEN.

"MASTERS OF THEIR FATES."

One of the most striking features in the Twelfth Annual Report of St. Dunstan's is a series of actual life stories of some of the blinded ex-service men who have been trained and established in life by the Organisation. The Foreword to these human chronicles states that beyond the wish to make them as varied as possible the examples quoted have been taken entirely at haphazard from the exactly complete history of every St. Dunstan which is kept on the files. As with every phase of human endeavour, the degree of success cannot be measured by arbitrary standards. Where there is evident the will to try, St. Dunstan's is as proud of, and gives as great encouragement to, the man who, without the prior advantages of education, and now carrying the burden of war-wrecked health, is needing constant assistance, as to any of its "star" men who have been able to turn their opportunities to more striking account.

Although the pages of the Report generally sustain a high note of optimism, yet, as in every section of the community, there are stories to be told of the men of St. Dunstan's, which, in spite of all that could be humanly done, reveal more of tragedy and misfortune than of happiness and success. It is, however, the main justification for St. Dunstan's existence that it should have the biggest heart and the deepest patience for those of its sons who are hardest hit by the fates. There are no limitations within reason to the help and care which St. Dunstan's will give in cases where it knows that all possible efforts are being put forward by the man himself.

A Sad Case.

For example, there is quoted the case of an ex-sergeant who fought through the South African war and rejoined the Army on the outbreak of the European War. He was blinded in France in 1916, losing both eyes and receiving, in addition, very severe head wounds. His physical condition, indeed, was such that it interfered greatly with his training at St. Dunstan's, but he stuck to his work most pluckily. However, it became obvious that the occupation he had hoped to pursue—poultry farming—would not be within his physical strength, and he was given a course in netting. Established by St. Dunstan's in his own home again, he was making good progress until his health failed once more. The war wounds which had been the cause of his blindness began to give trouble again, and, in constant pain, although given all possible medical attention, his business inevitably suffered. Finally, in spite of St. Dunstan's unremitting care and the devoted nursing of his wife and children, came a merciful release with his death. The last chapter in this tragic story comes with the death of the widow within three short months of her husband, whose sufferings had broken completely her brave spirit and her will to live. It may be added that those orphaned children are still within St. Dunstan's care for years to come.

As has been said, there are few such sad cases in the history of St. Dunstan's. Here is an ex-Worker in the Royal Engineers. Wounded at the Dardanelles in 1915, he had both eyes removed. Previously a carpenter by occupation, one might have thought that, in his choice of training, he would wish to take up his old trade again, but this young man, who was only just over thirty, preferred to try a new craft—boot-repairing. Completing his training in excellent time, we find him six months later settled in a country town, so busy that he had to refuse orders.

Return to Work.

It has not very often been found possible for St. Dunstan's men to take up again their pre-war occupations, but there are some few striking instances which prove the exception to this rule. "Arthur Robinson" was, before his war-service, in charge of the Mail Order Department of a large trading house. Came the war, and blindness came to St. Dunstan's, a course of training in Braille, typewriting and Braille shorthand, and consideration as to further technical training. But this St. Dunstan's man had confidence that, under certain conditions, he could make a success of his post-war work, and, with the enthusiastic help of his old firm, he was installed again in charge of his department. There were difficulties and setbacks, but within a remarkably short space of time he had not only proved his full capacity to take up all the threads of the work again, but was extending his department in every direction. To-day he is regarded as one of the most valuable members of the staff.

The life-stories of a mat-maker, a barrister (since his blindness), a masseur, a joiner, a colonial

OUR DAILY TALK ON HEALTH.

PASTEURIZATION OF MILK BENEFITS.

NOT INJURIOUS.

Since the introduction of pasteurization of milk, the number of cases of typhoid fever, septic sore throat, scarlet fever and diphtheria, which used to result from infected milk, have largely decreased.

To-day few cities suffer greatly with infectious diseases due to contaminated milk. The recent experience of Montreal is a reflection of what serious harm may result when vigilance is temporarily relaxed in the control of milk supply.

During the same period of time that attention has been given to milk, water supplies have been improved through chlorination and filtration.

Constant Vigilance.

Studies recently made in various communities have shown that it is necessary to be eternally vigilant in watching the operation of pasteurizing plants. The whole idea in pasteurizing is to heat all of the milk sufficiently to kill such germs as it may contain.

Sometimes pasteurizing machines have mechanical defects in the way of dead ends, leaky valves or unsatisfactory thermometers, so that some portions of the milk may fail to be properly heated.

The Chicago department of health recently has conducted some studies on the subject. Their investigations show that the temperature necessary to pasteurize milk safely is not far removed from the amount of heat that will destroy the "cream line" and injure the marketing value of the milk.

Investigations have shown that temperatures from 142 to 143 F. will kill the germs provided all of the milk is submitted for a period of 30 minutes to such a temperature.

This temperature is not sufficient to ruin the "cream line." On the other hand, emphasis must again be placed on the point that all of the milk must be submitted to this temperature for the entire 30-minute period.

Pasteurization of milk does not injuriously affect its taste, appearance or digestibility. Such harm as it may do to the vitamin content of the milk can be made up by applying the infant or the adult with a sufficient amount of orange juice or tomato juice.

It is impossible to estimate the vast amount of good that has been done in the prevention of communicable diseases by the establishment of pasteurization.

Director of a large firm, a blinded Rhodes scholar, are other records which show how much St. Dunstan's has meant in the re-education of these physically darkened lives.

Other pages of the Report are devoted to brief extracts from some of the thousands of letters received at Headquarters during the year under review. These little personal happenings in the everyday lives of our war-blinded men give in themselves an interesting and deeply human insight into the value of St. Dunstan's work.

The Finances.

Very interesting information as to the financial needs and future responsibilities of the Organisation are given in the Foreword to the Report. For the first time in the history of St. Dunstan's it has been possible to review the whole financial position of the Organisation for the whole period of expectation of life of this generation of blinded soldiers. A leading actuary, Mr. R. G. Maudling, F.I.A., was commissioned to make this inquiry, and the following are some of the more important conclusions at which he arrives in his Report:—1,322 blinded soldiers will still be living in twenty years' time, while forty years hence there will still be 445 living, all of whom will be over sixty-five years of age. Among other figures the actuary was instructed to calculate was a table showing how much money would have to be collected each year for the next five, ten, fifteen and twenty years in order to place St. Dunstan's at the end of these terms in a position in which it would require no further money. The table shows that the sum of £145,078 a year for fifteen years would enable the training and settlement which still requires to be done to be completed; the widespread After-Care Organisation to be continued, and a sufficient surplus set aside each year to endow St. Dunstan's at the end of that time.

It is pointed out that this plan of seeking to endow St. Dunstan's does not necessitate an increase

SEEING WITHOUT HIS EYES.

GLASGOW YOUTH'S REMARKABLE GIFT.

Mr. David Smith, Glasgow Psychic College, recently gave an address to the Edinburgh Psychic Study Circle in the Philosophical Rooms, Queen Street, on "Cross Correspondence."

In what was known as "cross correspondence," he said, "there was evident an intelligent effort to give a type of phenomenon that was not subject to the various explanations put forward—telepathy, muscular action, and subconscious action."

Cross correspondence in the ordinary way meant messages given in part between a medium in one place and in part to another medium in another place from the same communicator, the messages only being intelligible when they were brought together, and, as it were, dove-tailed.

Shooting Blindfolded.

Mr. Smith mentioned the case of a youth in Glasgow, who had been tested by the Society, and who, when scientifically blindfolded, could describe subjects held in front of him and apparently had the faculty of seeing without using his eyes.

The test that was made to exclude telepathy was the bringing of a letter by members of the Society, who were not aware of its contents. This was held before the young man, and he not only read what was in the paper, but even imitated the writing. Blindfolded he could shoot with an air-gun at targets indicated by those in the room and very seldom missed.

The cross-correspondence method was being introduced into the various kinds of phenomena they were familiar with. As an indication of its operation in clairvoyance, he said that at an Aberdeen meeting he had clairvoyantly seen a figure and went over to a lady in the meeting, describing to her so that no one else could hear, the figure who claimed to be her husband. She admitted that the description was correct, and that the message he gave might be true.

Later on in the meeting another clairvoyant gave this lady exactly the same description, and the same message in almost the same words.

Cycling Accident Described.

As an example of clairvoyance excluding telepathy, the lecturer also described how a lady had come to him anxious to get some proof. He got a mental picture of a boy about 12 or 13 on a push bicycle coming down a hill. Then everything seemed to be blank, as though something had stopped him suddenly, and then he had the sensation of "passing out." There seemed to be a lapse of time between the accident and the transition. The lady said this meant nothing to her at all, and she was disappointed. She had not even heard of the things that had been described.

Some time later she came and informed him that on going home something had impressed her to go to her mother's house. So breaking her journey to do so, she had to give way—she described to her mother what had been told her, and the latter at once said that that was her brother, who had been killed, as a result of an accident exactly as described some time before she was born.

The time was ripe, he believed, for this method being taken up by those interested in psychological research. It would be a considerable field in the future and would do much to clear away erroneous impressions accumulating around the great problem of survival.

in its collecting activities, but merely the maintenance of its present income. We think the public, which has so generously supported St. Dunstan's work ever since its foundation, will appreciate this plain and business-like statement of its position, and we hope will continue to render support as fully as it has always done. Everyone will wish the standard of service which has been rendered these terribly handicapped men to be maintained for their lifetime and the very full way in which the Council of the Organisation has taken the public into its confidence is, we think the surest way to ensure that the necessary help will be forthcoming for as long as it is needed.

As in previous years, full Accounts and Balance Sheets are contained in the Report, a copy of which will be sent to anyone desiring it on application to the Headquarters of St. Dunstan's, Inner Circle, Regent's Park, London, N. W. 1.

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A "GREEN SEA" IN COURT.

SHIPOWNER ON TRIAL.

Cardiff, Dec. 1.
More seafarers than ever thronged the Court at Glamorgan Assizes here to-day when, before Mr. Justice Wright, the trial was resumed of Watkin James Williams, a Cardiff shipowner, on charges concerned with the loss of the s.s. Eastway and 23 lives in October 1926, and with other offences in connexion with the s.s. Tideway. The prosecution alleges that the loss of the Eastway was due to overloading, and the Attorney-General, who is prosecuting, has alleged that Williams made a practice of sending his ships to sea from foreign ports overloaded.

So complicated is the evidence that large-scale models of ships have been brought into court, while in one corner an exact replica of a section of the side of the Eastway, showing her Plimsoll marks with the "green sea" lapping over them, has been erected.

A Breezy Captain.

A short, rufous, grey-haired ex-sea captain named William Henry Boxall said he was a ship's master as far back as 1883. In his opinion, if the Eastway sailed from Norfolk, Virginia, even 6in. below her proper loading marks—the Crown alleges that she was 13in. overdeep—there would be grave risk to the crew in bad weather. Mr. Langton, K.C., defending, was pressing Capt. Boxall with regard to summer voyages and the captain said he did not agree with them.

"But they are made by the Board of Trade," rejoined Mr. Langton. "Pshaw!" thundered the captain. "The Board of Trade may make rules, but God Almighty makes the weather, and that is what counts."

Mr. Langton: You say every inch overloaded is a risk to life. "It is increased by an inch," replied Capt. Boxall, a remark which made Mr. Langton smile.

"You may laugh," stormed the captain, "but I have been there and you haven't." Mr. Langton hastened to explain that he was not laughing at the gravity of the remark, but at the quaint manner in which he expressed his meaning.

The Attorney-General, Sir Douglas Hogg: What is the advantage to a ship's master to overload his ship?

Capt. Boxall: I suppose a ship's master, like everyone else, fears the danger nearest to him, and the nearest danger to a tramp ship's master is the danger of unemployment. That is why he overloads.

They run the risk of being dismissed if they do not overload their vessels?—Yes.

There is no personal advantage to him?—None at all, but to-day a ship's master would rather risk his life than his job.

107 M. P. II. Storm.

Captain Thomas Harrison, Board of Trade surveyor at Cardiff, said that the overloading of a vessel by only six inches would add to the danger of the crew.

Mr. Langton (to the court attendant): Just put the "green sea" up the side of the vessel so as to show only the top of the Plimsoll disc.

The attendant, promptly moved the "sea" up the side of the model of the Eastway produced in court.

Mr. Langton: What is the biggest storm you have ever heard of?

Captain Harrison: I have heard of one of 107 miles an hour.

Would you be surprised to hear that the one in which the ship foundered was 130 miles an hour?

I should.

Captain James Alex Agnew, a ship's master for 29 years, said he was appointed to the s.s. Tideway in April 1923. In May 1924 he left Buenos Aires for Antwerp on a winter voyage 620 tons over-

STRANGE GERMAN SECT.

SUPERSTITIOUS RITES.

Berlin, Nov. 29.
Scenes reminiscent of the superstitious practices of the Middle Ages were witnessed in a house at Potsdam, where a provision merchant named Rohde had died of cancer.

The family had declined to make arrangements for the funeral. They were members of the so-called "Weissberg Sect," followers of a faith-healer named Weissberg, in Berlin, who preaches the doctrine that there is no such thing as death from ordinary illness, but that death is only brought about by burial.

Some weeks before the man's death, the wife had summoned a "brother," named Holz, to cure the sick man by prayer and the laying on of hands.

After his death, extraordinary things were done to the corpse. The widow and Holz sat day and night by the bedside while the body was wrapped in warm packings to recall the dead man to life. Meanwhile, in the adjoining shop, provisions were sold as usual.

Several days passed, and decomposition set in. The other inhabitants of the house revolted, and the police were summoned.

Frau Rohde had meanwhile gone with "brother" Holz to Berlin to the "prophet" Weissberg to persuade him to come and exorcise the dead. Weissberg, however, preferred not to appear. He merely advised that they should go on praying and believing and the dead would "arise."

The police found the corpse wrapped in a thick feather bed. They summoned a surgeon. Meanwhile great crowds had assembled in front of the house.

A son-in-law of Frau Rohde—also a member of the Weissberg sect—on being asked why he had not removed the dead man, replied: "Dead? My father-in-law is not dead. There is no death through illness. There is only death by violence, and death naturally ensues when anyone is buried and thus suffocated."

The police insisted on the immediate removal of the remains to the mortuary—a decision that evoked an outbreak of hysteria on the part of Frau Rohde, and her son-in-law, who declared that murder was being committed.

The Weissberg sect frequently holds meetings in Potsdam, with much praying and singing. "Brother" Holz preaches to the community, whom he hypnotises into believing in all kinds of supernatural phenomena. At the last meeting the spirit of the late Kaiserin "appeared," and declared herself ready to work for the restoration of the Monarchy in Germany. The "brothers" and "sisters" must, however, first combat the "black mass."

The police are now taking steps to dissolve this superstitious sect.

loaded. In October of the same year he left Bahia Blanca and sent a telegram stating that he had 7,851 tons of corn on board.

The Attorney-General: (You did not state the amount of bunkers you had aboard when you left Bahia Blanca?—It was agreed at the office between Mr. Watkin Williams and Mr. Pardoe, Williams and myself that I should refrain from giving the amount of bunkers, as it might give information with regard to the loading of the ship.

How did it come about that you had such a conversation?—Because I told them I had been nearly caught with the ship overloaded.

The court adjourned until to-morrow.

CABLES AND WIRELESS.

BRITISH CONTROVERSY.

London, Nov. 30.
The competition between the cable services and the beam wireless continues to be given wide prominence in the Press.

In a two-column review the Daily Telegraph urges that it is the height of folly for the Empire to encourage the beam to the detriment of the efficient maintenance of the cable services.

"Despite the impressive results from the beam," the article remarks, "it is not trustworthy during war time. It passes to Australia over tracts of European and Asiatic territory where by very simple means a hostile Government could establish inexpensive beam stations and jam the signals without interfering with its own signals, which could be concentrated upon another objective."

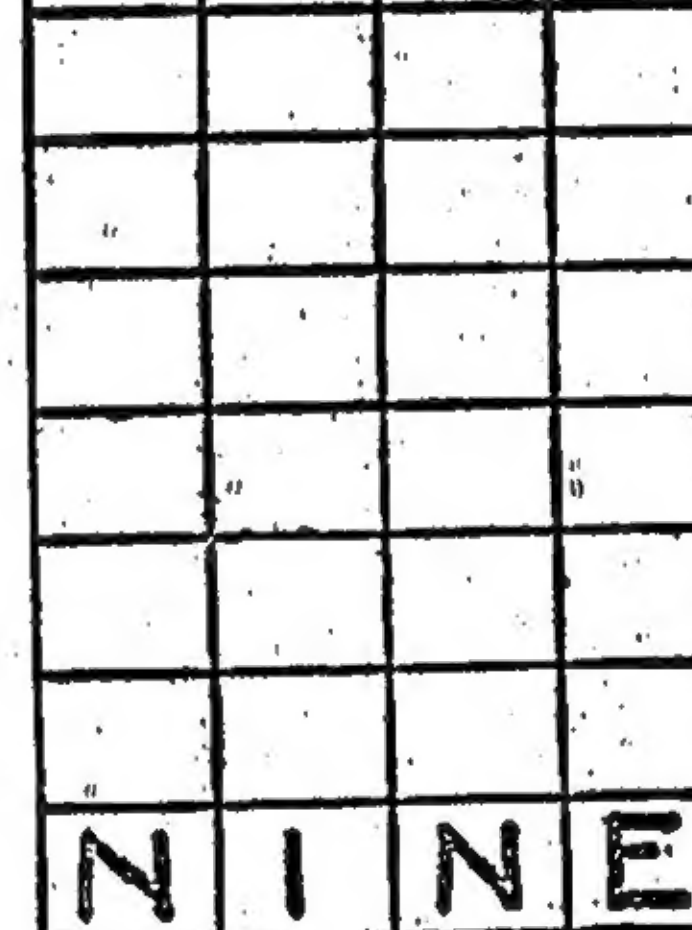
The article emphasizes that other countries are not neglecting their cable services and gives as examples—the 23,000 miles—being laid during the next five years, in addition to which another 10,000 miles is contemplated by America; the 10,000 miles by Italy; and Germany's restoration of the cable to New York from Emden via the Azores.

Paris.—It now appears that it was only by remarkable luck that the landslide which blocked the main line south of Lyons recently did not cause an appalling accident to the express from Paris. One express going south had already passed at 6.30 before rock and stones fell on the line. A slow train going north arrived just as the mass was falling, plunged into it, and was overturned. Fortunately, the rocks as they fell struck the wires of the signal and set it at danger, so that a second express from Paris, following a few minutes later at sixty miles an hour and full of Riviera passengers, was able to pull up just in time owing to the presence of mind of the driver and stoker, for whom a collection of £10 was made among the passengers.

LETTER GOLF.

FOUR plus seven equals NINE. Proving arithmetic is all wrong. But we mean seven strokes, although you may be able to cut that down.

FOUR



NINE

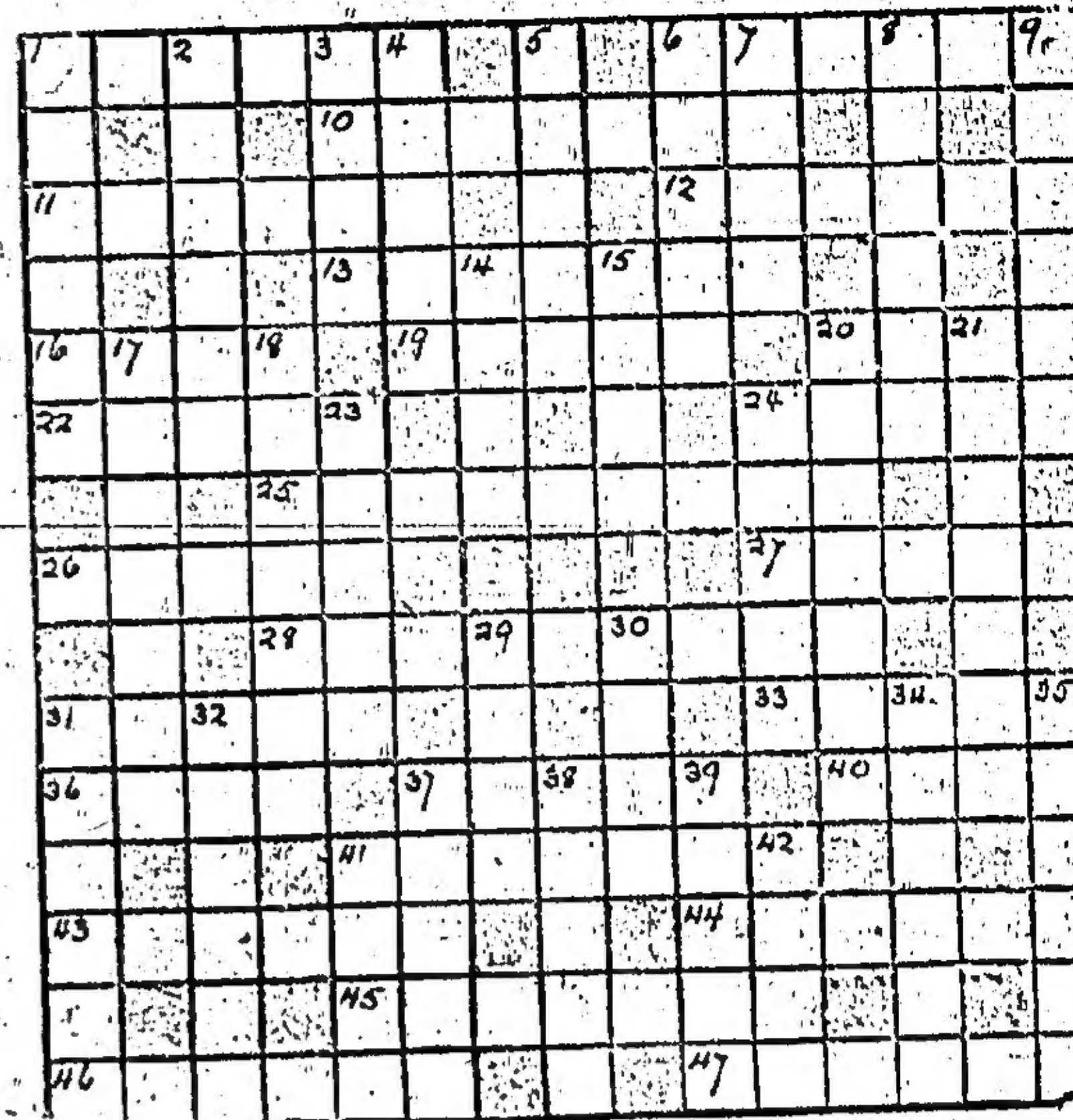
1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed. One solution is printed on another page of this issue.

OUR CROSSWORD PUZZLE.



Across.

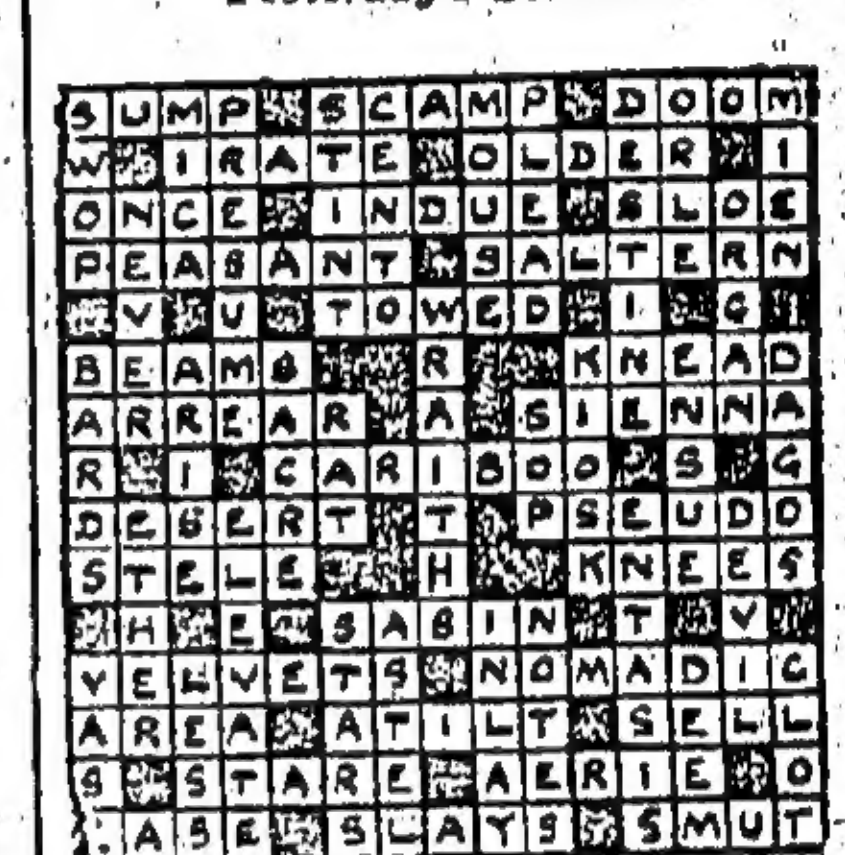
- Kind of black rock.
- Smoked herring.
- Treats with iodine.
- Explanation.
- Affords.
- Bites gently.
- Always.
- Covered over.
- Part of the verb "to be".
- Challenges.
- Lessened.
- Pomp.
- Proportion which one thing has to another.
- Hostler.
- Liable to be questionable.
- One who revolts.
- Decease.
- Employed.
- That opposed to a liability.
- Prophet.
- Builder.
- Gear.
- Undertaking.
- Specimens.
- Dandies.
- Kingdoms.

Down.

- Obstructed.
- One who climbs.
- Member of the cat family.
- Relating to sounds.
- Parts of the body.
- Secured firmly.
- Deity of Egyptian mythology.
- Little ball.
- Moved forward with impetuosity.
- Young child.

- Soft metal.
- Leaves empty.
- Abided continuously.
- Pieces of ground for rabbit breeding.
- Gladden.
- Real.
- Hunting horn.
- Worthless.
- Incite.
- Corroded.
- Illumine.
- High.
- Eminence at entrance of sea (anot).
- Sunken spaces before windows.
- Intention.
- Lofly narrow building.
- Otherwise.
- Brace.

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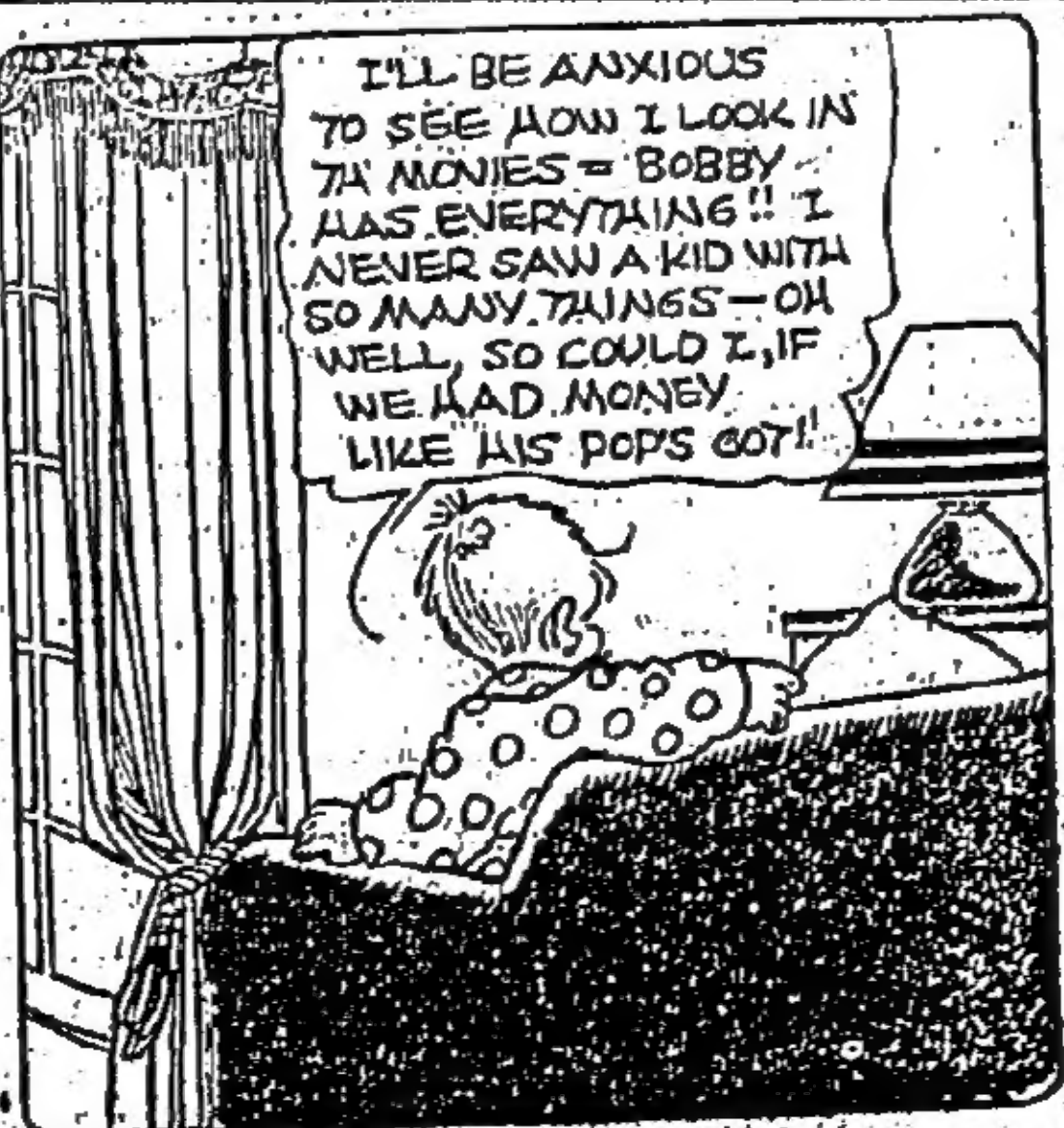
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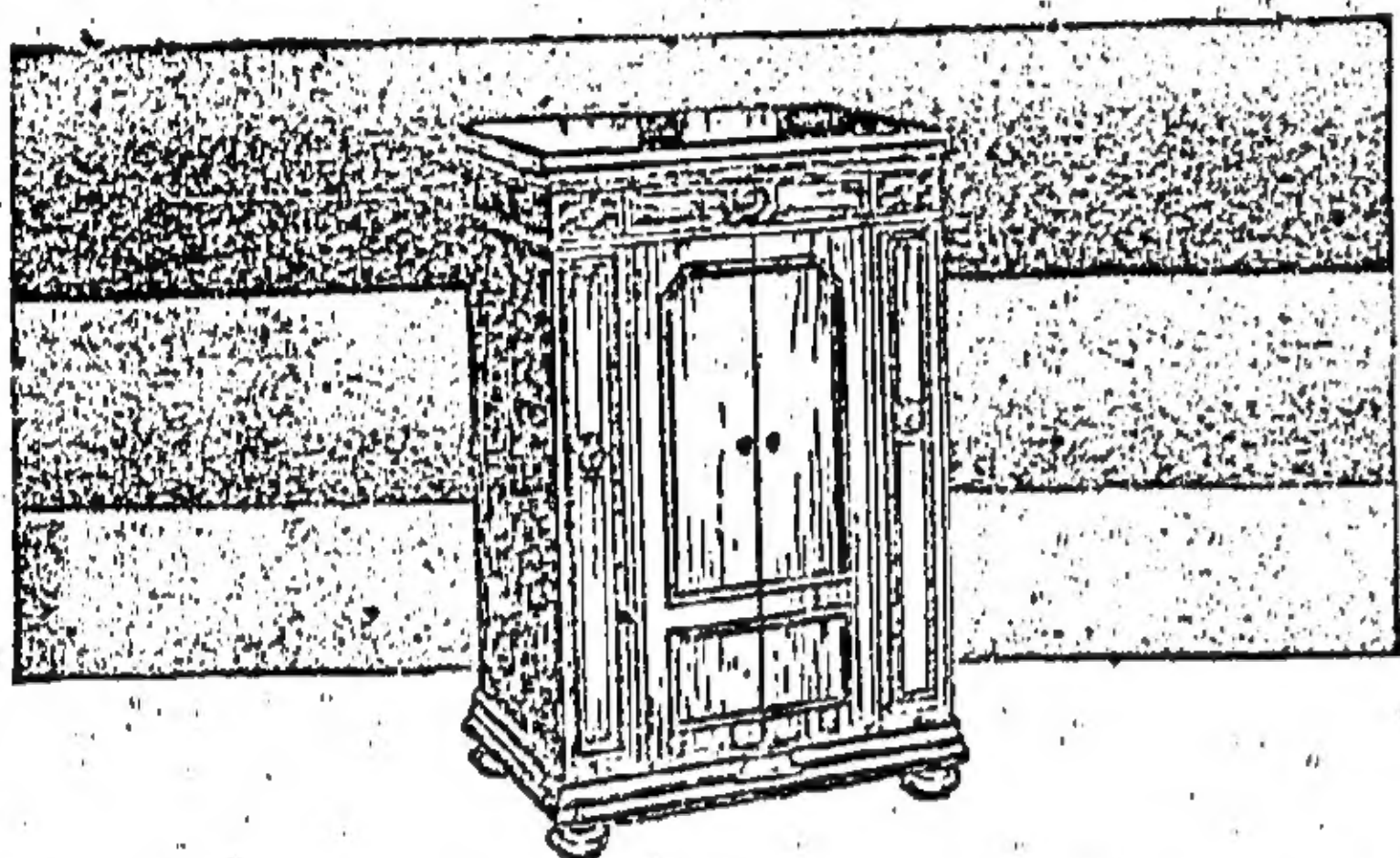
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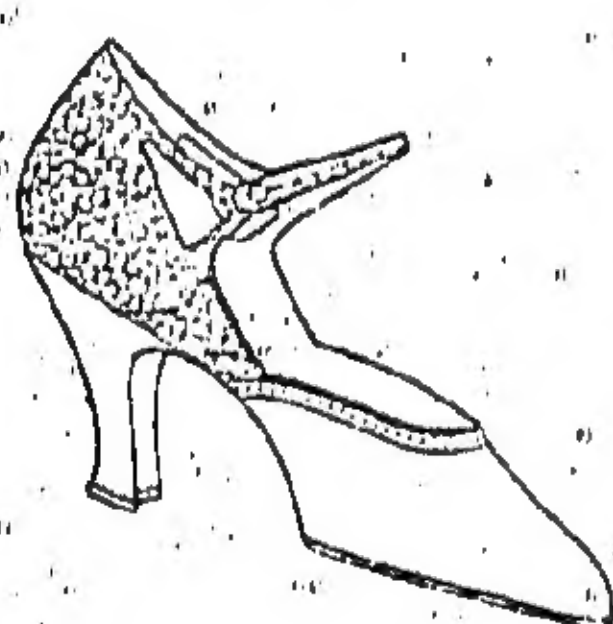
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The
Hongkong Telegraph.

SATURDAY JANUARY 7, 1928.

BRITAIN'S COAL MINING PROBLEM.

There is very heartening evidence to be gained from the latest Home papers to find that the great problem of the British coal-mining industry is being seriously assailed, at least by the coal-owners and economists if not by the Government. There has lately been a very welcome disillusionment of the coal-owners with the idea that *laissez-faire* and intensive competition will solve the troubles of their industry and it would seem that their conversion to the necessity of a more organized system is proceeding rapidly. Following the example of South Wales, the coal-owners in Yorkshire, Nottingham, and Derbyshire have been considering a scheme for regulating output. According to a *Manchester Guardian* correspondent, "the outstanding feature of the scheme is the regulation of output—with coercion if necessary—to bring prices to an economic basis." The reference to reserve powers of coercion occurs, indeed, in all the forecasts of the scheme as also does the suggestion that the scheme of control, whatever its precise nature, will be administered by a system of committees, under the chairmanship of independent persons, unconnected with the industry. From these features, it is evident that something quite ambitious is contemplated, and it is a highly welcome fact that the owners should be giving their minds to constructive planning. There are many people who do not believe that the problem of the coal industry can now be solved without the intervention of the State, pressing forward a general scheme of reconstruction. The reference to coercion, indeed, in the Yorkshire project, implies the need for legislation. But, if the State is to step in at all, after all that has passed, it cannot confine itself to the passive function of giving the owners such powers as they desire. It must see to it that the industry is really put on a satisfactory basis.

The debate on the industry which took place in the House of Commons during the first week in December brought from the Government spokesman the assurance that the Ministry of Labour was making a "great effort" to transfer unemployed miners to other industries and was about to set up a special committee to press on the work of transfer. (A British

Wireless report to-day states that a special Transference Board has been appointed). With regard to reorganization it was asserted that important amalgamations were in course of negotiation and that others were pending, and that it would, in consequence, be unwise for the Government to interfere at this stage. The Government was definitely against any scheme for pensioning off the older miners (thus making room for the younger) because it would be too costly, and there was not very much that was concrete revealed to support the Government's claim that it is making a "great effort." Sir Alfred Mond made a valuable contribution, urging the imperative need for "rationalization" and deprecating the building of too great hopes upon voluntary measures and advocating compulsory powers to compel any recalcitrant minority of owners to come into an approved scheme. The essential incontrovertible fact is that the old-time individualism in the British coal-mining industry has collapsed in face of changing conditions all over the world and that other methods have to be adopted. The great coal mining strike of 1926 will not have been in vain if it results (as is now promised) in a widespread realization of that fact.

"Red" Reactions.

It would appear from a message reaching Peking from Moscow that the Chinese colony in the Soviet centre for propaganda are having a rather anxious time of it at the moment. Reports say that the Chinese Charge d'Affaires, two Embassy officials, 30 students and 50 graduates of the Sun Yat-sen University have been arrested, presumably in retaliation for the recent execution of Russians in Canton. The recent happenings in Canton, together with these reported arrests in Moscow, serve to illustrate the boomerang effects of Soviet plotting. We are not concerned here with the rights or the wrongs of what occurred in Canton, when a number of Russians were put to death, but it is certain that these things would not have happened but for Soviet meddling in Chinese affairs. Talking glibly of world peace and international amity, the chief diversion of Russia's leaders at the moment appears to be the stirring up of trouble in other countries. It was for that reason that the Soviet representatives were kicked out of London and the Russian envoy given his marching orders in Paris. So long as the schemes and plots go smoothly along, the instigators are happy, and they become most indignant when they are pulled up and told to mind their own business. Immediately a revolution of feeling manifests itself, as in Canton, they begin to squeal and talk sternly of retaliation. If it is true that graduates of the Sun Yat-sen University in Moscow have been arrested, then they too will begin to doubt whether, after all, the Russians are the friends that they have posed as being. In the long run, before the last of the Canton happenings has been heard of, the truth may dawn on the Chinese generally that Russia's propagandists are a set of people with whom it is wise to have as little as possible to do.

EXCHANGE RATES.

	London, Jan. 7.
Paris	124
Brussels	34.94
Amsterdam	12.09 1/4
Berlin	20.47
Copenhagen	18.20
Vienna	34.29
Helsingfors	192 1/2
New York	487 25/32
Geneva	25.29
Milan	32.30
Stockholm	18.11
Oslo	18.24
Prague	164 1/2
Madrid	28.20
Lisbon	227 1/4
Athens	367 1/4
Bucharest	790
Rio	5.29 3/32
Buenos Aires	47.13/16
Bombay	1/6 1/16
Shanghai	2/7 1/2
Hongkong	1/10 1/32
Yokohama	25 1/2
Silver (spot)	25 1/2
Silver (forward)	25 7/16

—British Wireless.

A new regulation under the Prisons Ordinance reads:—"The portion of the Government Civil Hospital now known as Ward Thirteen is and shall be set apart for the purposes of a prison under the Prisons Ordinance, 1899, and shall be known as 'The Prison Ward,' Government Civil Hospital."

DAY BY DAY.

EIGHTY PER CENT. OF ENGLISHMEN TO-DAY ARE ACCUSTOMED TO AND INTERESTED IN THINGS WHICH THEY NEVER SEE, EXCEPT THROUGH THE MEDIUM OF A NEWSPAPER.—*Hilaire Belloc.*

His Excellency the Governor has approved the appointment of Mr. Julius Ring to act as Assistant Assessor of Rates.

His Excellency the Governor has appointed Chief Inspector Walter Kent to act as an Assistant Superintendent of Police.

The name of Mr. A. Sommerfeld, C.A., has been added to the List of qualified auditors under the Companies Ordinances.

His Excellency the Governor has appointed Dr. W. B. A. Moore to act as Principal Civil Medical Officer, with effect from the 6th January, until further notice.

The *Gazette* contains traffic regulations in connexion with the forthcoming Races and cracker-firing regulations for the Chinese New Year.

A bankruptcy notification states that a first and final dividend of \$10 per cent. has been declared in the matter of the Mo Yee Sun Koon firm, tea-house keepers, of 42 to 46, Queen's Road West.

It is proposed to lease Tsun Wan Marine Lot No. 3, at Pillar Island, off Gin Drinkers' Bay. This comprises 200,000 square feet of foreshore. The annual rental is \$400 and the upset premium \$2,000.

New Kowloon Inland Lot 1119, situate in Prince Edward Road, with an area of 3,380 square feet, is to be sold by auction at the P.W.D. office on the 26th instant. The upset price is a dollar a foot.

Last year, there were no fewer than 579 samples analysed in the Colony under the Sale of Food and Drugs Ordinance, of which 565 were genuine. Milk headed the list with 141 samples, and of these 135 were genuine.

His Majesty the King has approved the appointment of the Hon. Mr. L. A. C. North to be an Official Member of the Executive and Legislative Councils, during his tenure of office as Acting Secretary for Chinese Affairs.

It is notified that on and after the 4th January, radio-telegrams will be accepted by the Radio Telegraph Department, General Post Office Building, for transmission to British North Borneo, via Jesselton at the rate of \$0.40 per word.

It is notified that, at the expiration of three months, the Yee Cheong Hing Company, Ltd., the Union Printing Co., Ltd., and the Honing Mercantile Co., Ltd., will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

A Chinese, 23 years of age, living at the Tai Loy boarding house, of 97, Connaught Road Central, was yesterday admitted to the Government Civil Hospital, suffering from the effects of opium poisoning, believed to be self-administered.

In the Supreme Court yesterday afternoon, the Chief Justice reserved judgment in the case in which Ching Wen Hsu, living at the Tung Shan Hotel, Connaught Road West, sued the motor vessel *Julia*, at present lying in Yau-mai Typhoon Shelter, for \$5,147.50, being the price of necessities supplied to the vessel between the months of January and March last year.

To-morrow's programme at the Queen's Theatre is one of the lighter kind. The feature attraction is "Cheating Cheaters," the clever and amusing story of two bands of society crooks who each believe the other is honest and seek to steal its jewels. "Cheating Cheaters" is supplemented by the latest Felix cartoon, "Rainbow's End," a new Metro comedy and an interesting topical gazette.

Attention is drawn to the alterations in the advertisement for the Star Theatre. Owing to unavoidable circumstances the opening date of the "Globe-Trotters" season has been changed from Sunday January 8th, to Tuesday, January 10th. The order of the revues remains unaltered, however. Booking is at Messrs. Montrie's and the Star Theatre at the popular admission prices \$3, \$2 and \$1.

Pictures showing for the last time to-day besides Eddie Cantor's big comedy hit, "Kid Boots," at the Queen's Theatre, include Rudolph Valentino's bandit romance, "The Eagle," at the World Theatre, and Ford Sterling's story of a big bluff, "The Show-Off," at the Star Theatre. The exceptionally interesting topical film, "Canton Under the Red," is also being screened at the World Theatre for the last time to-day.

THE FAMILY HAT.

In the Heart of Limehouse.

It was in Limehouse—that paradox of poverty and picturesqueness, gloom and gladness, sunshine and shadow—that I discovered the Family Hat, the hat which literalized the common metaphor used so frequently by Englishmen, when they speak of being "all under the same hat."

For two months or so I threaded my way, every two weeks, through the labyrinth of dock-side streets, past high, forbidding walls, above which rose still higher smoke-stacks and masts, across low bridges.

On these streets, one rubbed shoulders with silent Lascars who glided rather than walked, and always in the shadows; Hindoos who piped queer music on reeds, Chinese, Japanese, Malaysians, and Siamen—one might almost assert that every alternate ship's engineer encountered in Limehouse was a Scotsman—in fact, all the world walks in Limehouse. But fascinating as this all was, the children of Limehouse were more so.

I have talked with children in France, Switzerland, Canada, and in different parts of the United States, but nowhere are there children like the children of Limehouse. This may be heterodoxy, but I stick to it. The rough and tumble existence of young Limehouse, whose playground is the drab street and the dreary wastes around the docks, has, withal, produced children full of interest, sharpness, and native wit. As to enthusiasm and spontaneity of expression, what a lesson they could give to the oversophisticated and too-self-conscious children which too often are the product of wealthy homes and modern city environment and influences.

In the heart of Limehouse some benevolent ladies had conceived the happy thought of entertaining and feasting, once a week, as many Limehouse children as might be pressed into the large hall which they had secured for this purpose. The auditorium was supposed to hold 800 at a pinch. It was a three-dimensional edifice, manifestly, yet every time I was there, in some mysterious manner it took on a fourth dimension, for there were never less than 1,000 children present.

It was to this gathering I was invited every two weeks, and I paid for the privilege of watching Limehouse boys and girls eat, and enjoy themselves, with a twenty minutes' talk to the assembled throng—"something interesting and inspirational," I was cautioned. After the address, each child was given two thick slices of bread and jam, and a cup of cocoa; on alternate weeks the menu was changed and consisted of a piece of bread, and a piece of fried fish, with a cup of cocoa.

On the whole, I think I preferred the bread-and-jam week; it was messy, 'tis true, but not so odoriferous as the fried-fish week. I never ceased to admire the young ladies from refined homes in the West End, who came week after week to cut bread and spread jam, handle fried fish, and pour into thick stone mugs gallons of hot steaming cocoa—but this will not be fully appreciated unless you know, and have seen (and smelt) the Limehouse children.

But let's get on to the Family Hat. I had been walking through Limehouse streets only a few times—I invariably walked through Limehouse; it was much too interesting to miss by taking the train—when I became dimly conscious that, while I met always the same types of people, bumped into the same smells, and passed the same landmarks, there was something else that became strangely familiar, and yet intensely individual and unique, like a flash of crimson on a tennis lawn. It was a hat.

I met that hat everywhere, though the faces beneath it often varied. Now it was a fact, in those days, that a hat on the head of a woman or a girl was not as common in Limehouse as on Ludgate Hill or Piccadilly, but after all, a hat is—well, only a hat. This particular hat was a large floppy thing which ladies might describe as a "Gaiety brougham." In undulating waves the broad brim swept round the island of the small crown. But the startling thing about that hat was its solitary decoration, which was a long, bright scarlet feather that drooped gracefully—at times—around and over the brim like a bird's plume.

Whether it was an ostrich feather dyed red, or the pride of a bird of paradise, I never discovered. In all probability the owner had secured it from a sailor, since sailors were the procurers and purveyors of many strange and wonderful things in Limehouse. On every visit to Limehouse, it seemed, I would see that hat, with its brilliant feather crashing through the drabness like the banner of some belted earl

or medieval knight—a Limehouse knight.

Sometimes the banner was borne by a big girl, sometimes by a smaller girl, and once a very small girl was all but obliterated beneath its generous brim and sweeping plume. It was evidently not an hereditary decoration to be claimed only by the eldest in the family; rather was it a tribal hat—a kind of insignia to which any member of the family was entitled, on occasions.

I soon made the additional discovery that the hat usually moved in the direction in which I was going, and always in front. One evening I discovered it, like a lick of flame, illuminating the dark doorway of the building in which the hosts of young Limehouse gathered for mental and material food. I knew then that the hat was a ceremonious manifestation, reserved only for great occasions.

On the last occasion on which I was to talk to the children of Limehouse, I had prepared what I thought was the most entrancing talk I had ever given. I was going over the most telling parts as I walked through the streets—now familiar, but still fascinating—when I suddenly heard a great deal of shouting and yelling. Outside the hall hundreds of children were waiting until the doors were opened, and it was from this little bit of Limehouse humanity that the noise proceeded. Suddenly, the hat was tossed into the air, amid derisive cheers, but above all the shouting arose an angry shriek, "Give me my 'at'!"

"Ah-ah!" thought I to myself, "an attack on special privilege and vested interests! The rising tide of democracy in Limehouse." And then, like an imperialist—which I am not—I hurried myself into the fray demanding protection for the hat, at the same time voicing a few axioms concerning the rights of private ownership. The possibility of being deprived of the loaves and fishes if the rebels against the established order persisted in their endeavour to abrogate the right of private ownership of things, and a hat in particular, very quickly quieted the turbulent leaders, but it left me sadly ruminating on the instability of human motives—motives which jam can smother, or a fish-bone choke!

It was the custom to start off with singing, and the children were allowed to select the songs they wanted to sing (subject to a censorship, however). I have heard Swiss children singing at a Pestalozzi festival, and until I went to Limehouse, I thought this was the sweetest thing I had ever heard. But it falls short of the singing of the Limehouse children. Strident, brassbound, shrill cockney voices though they are, there is yet something in their singing that strikes right home, and holds the listener silent, almost spellbound.

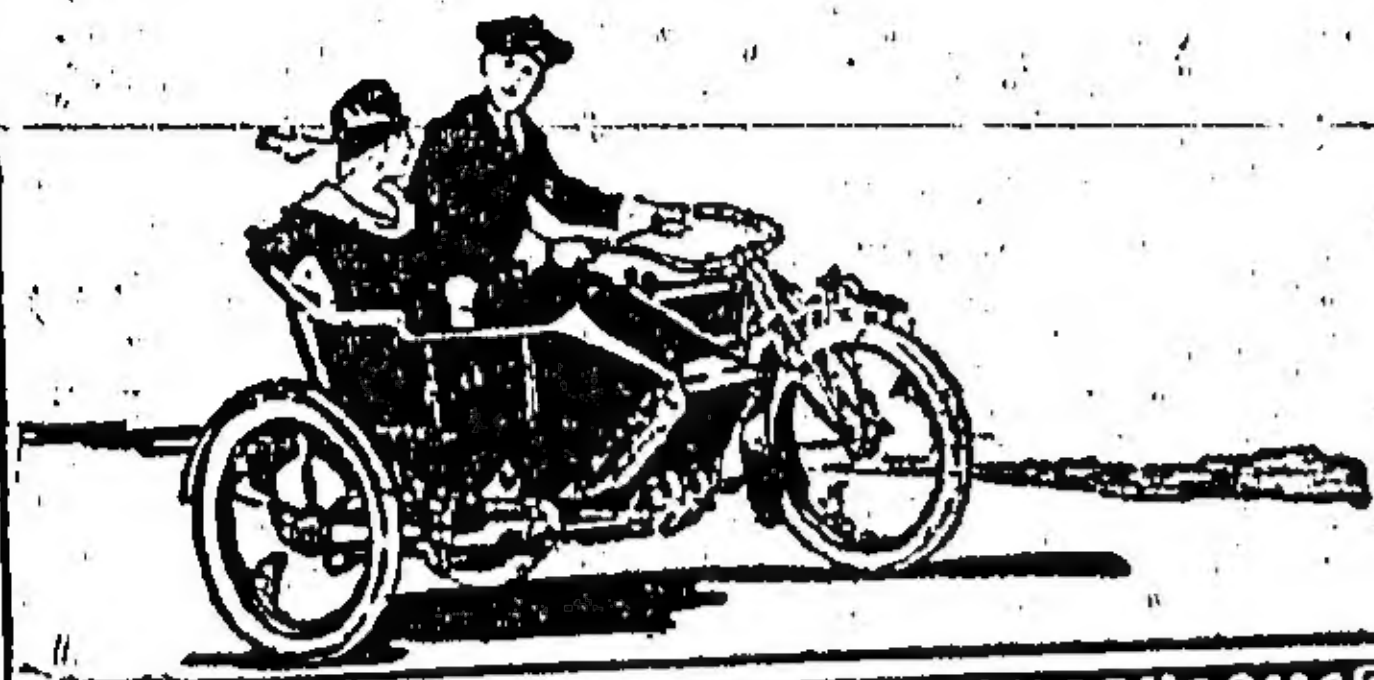
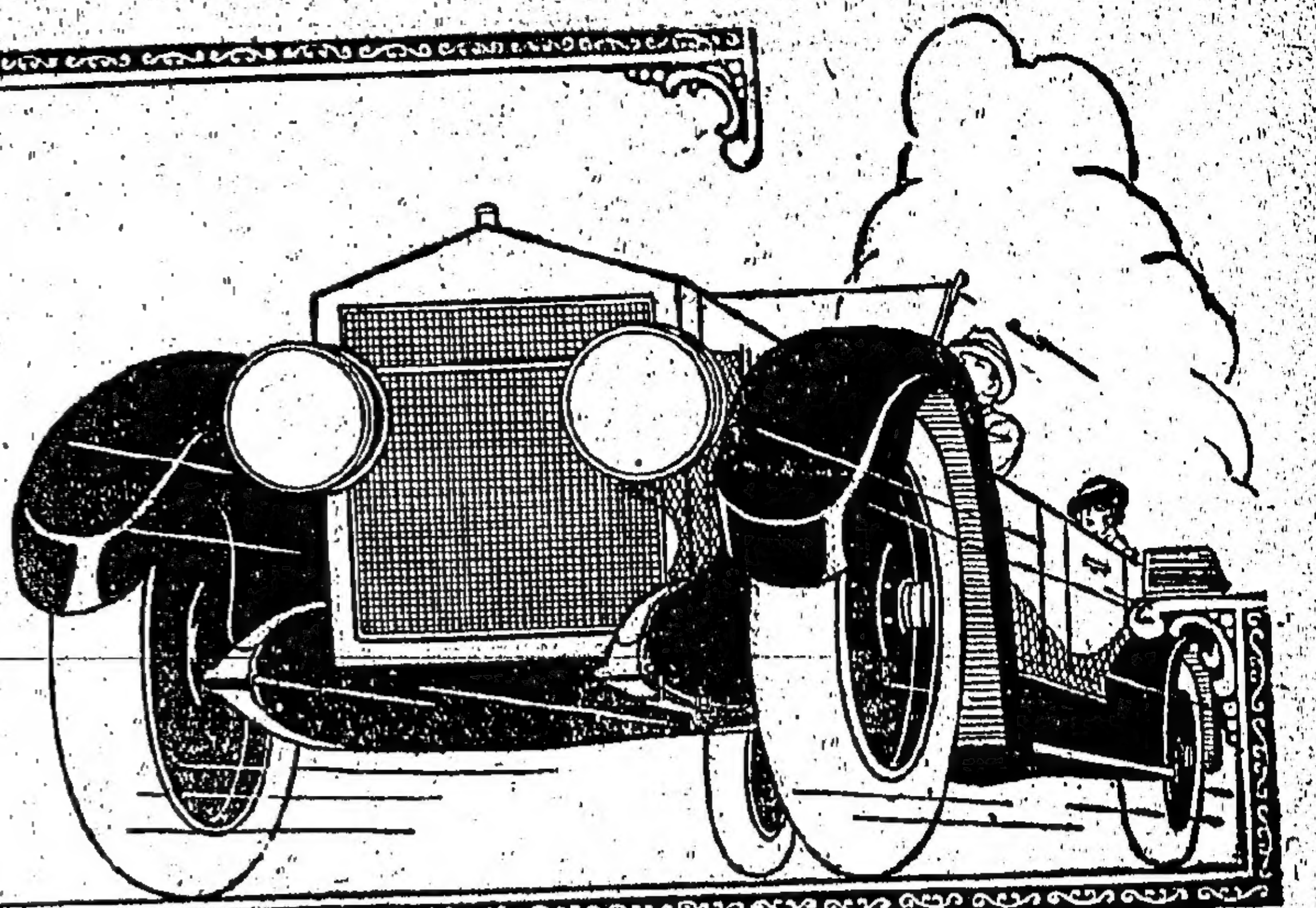
Every child sings; urging them to sing is something quite unknown in the experience of those who know Limehouse children. After the singing period, I began to talk. My opening sentences arrested their attention, though this was never difficult at any time. In a few minutes one could have heard a pin drop. Then, suddenly, at the door, there was a commotion, and a big girl about eighteen years of age, and too old to be allowed in the meeting, interrupted me by shouting, "Liza! where are yer? I wants my 'at'!" I stopped talking. I knew instinctively that it was the hat, and I became immediately interested. Here was something new—a manifestation purely individualistic, "my hat," not "our hat." It was evident that a claim was being advanced, a claim to sole proprietorship. After a good deal of scuffling on the part of 1,000 children, and herculean struggles on the part of one small girl to get the desired hat to the new claimant, we settled down again, and I tumbled for the broken threads of my tale. But I had barely got under way when a second disturbance occurred; the same party, but this time with her almost tearful pleading in her voice: "Liza! What yer done wiv the fever?"

There was a dead pause, then a semi-weeping little voice: "It's gorn. I lost it!" Alas! the fray which I had stopped in the nick of time—so I had thought—had been prolonged long enough to weaken the moorings of the "fever"—the daring, gorgeous, scarlet feather! Somewhere it lay trodden under the feet of Limehouse. No more would a Limehouse family flaunt a red feather; democracy had proved itself the victor, but Limehouse knighthood had gone down in the dust. From henceforth Limehouse would be "all under the same hat."

A. J. P.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 7th JANUARY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



Road Rights.

Our comments last week on the question of pedestrian road rights have been endorsed by a number of local motorists, who have either called or written to express their appreciation of the plea we made on behalf of motorists generally. One reader has drawn our attention to the attitude of Australian motorists to the attitude of the Secretary of the Royal Automobile Club of Victoria. According to this official, many motorists have been wrongly charged, convicted, and fined for offences for which they were not directly responsible. The club secretary adds: The person who walks, rightly or wrongly, apparently has a prior claim to footpath and road, and has been nursed and coddled until the exigencies of traffic no longer will permit it, while the man who motors seemingly must be prepared to surrender some of his citizen rights, and to shoulder all responsibility for accidents which are inseparable from densely-crowded thoroughfares, despite the fact that he has more at stake than the pedestrian, for he not only abhors being involved in any mishap, and hates to injure any one, being human, but he also has his costly machine to guard from damage.

Care and Patience.

If every pedestrian and other road user exercised the same care and patience that motorists are compelled to use, there would be fewer accidents. So far only one class of traffic has been rigidly regulated. The tightening-up of traffic regulations so far as pedestrians are concerned is a long-delayed activity. It became evident to the Police Department, though, well known to motorists, that the irresponsibility of the pedestrian was the cause of numerous accidents for which the motor user was invariably blamed, and many motorists have been wrongly charged, convicted, and fined for offences for which they were not directly responsible.

True of Hongkong.

Some of the above remarks are applicable to Hongkong, and ably support the contentions we made last week. If pedestrians could be classified, we should incline to the belief that the Chinese are the most casual and dangerous, both to themselves and to motorists, and the upholding of the unqualified assertion that they enjoy equal road rights is, to our way of thinking, extremely unfortunate and misleading. Better be it far, to impress upon them that they must pay heed to the

fact that modern traffic has a right-ful claim to our roads, and that they run serious risks by invading the vehicular highway.

Members Please Note.

Members of the Hongkong Automobile Association are advised that The Motorist is now delivered direct by post from England. This arrangement will ensure promptness in delivery, and members who subscribe to the publication, through the H. K. A. A., are requested to notify the Honorary Secretary in case of any complaint. For those who are unaware of the fact, we would mention that this popular magazine can be supplied to members of the H. K. A. A. at special rates which may be had on application to the Honorary Secretary, the Rev. G. E. S. Upsdell.

Nathan Road.

The recent mishap to one of Kowloon's fire engines, has drawn attention. (in a somewhat costly manner) to the improvement which might be effected in Nathan Road by removal of the centre lighting standards. It has frequently been argued that standards erected down the centre of a roadway are dangerous to traffic, and the instance of a fire engine skidding against one of these with disastrous result, eloquently emphasises that danger. A new light has been erected which is suspended over the roadway, and the improvement is most noticeable, not only by the road-widening effect achieved, but by the much better lighting of the roadway itself. We imagine that it is only a matter of time before all of the standards are removed, but it is to be earnestly hoped that the improvement will not be long delayed, especially when Kowloon's growing traffic is taken into consideration.

Danger Spot.

With the ever increasing traffic in Hongkong, various places loom up as danger spots, and one of the most outstanding of these is the Bowington Bridge. We are aware that improvements were taken in hand some time ago, but the time has surely arrived when the bridge should be widened. The double tram track which runs over the bridge leaves little room for any other traffic, and a number of collisions have occurred in the vicinity. It is quite possible that with the completion of the reclamation, the matter will receive attention, but if nothing has yet been decided, we would urge that the necessary improvement be made as early as possible.

NEW THRILLS FOR OLD.

Kinshasa Finds Them.

Riding on two wheels, Civilisation has reached Kinshasa, and Kinshasa, having few exciting events since wars and murders were tabooed has found a new and delicious thrill.

Kinshasa is a small town in the Belgian Congo (Africa). A very small and smelly town, yet recently it staged a motor cycle race, and called it the National Grand Prix of Kinshasa.

The field consisted of fourteen riders representing five makes of machines, four of which had strange and outlandish names. The riders, most of whom were natives, enjoyed the "grand prix" immensely, and A.J.S. riders won both the 350 and 500 c.c. classes of the race.

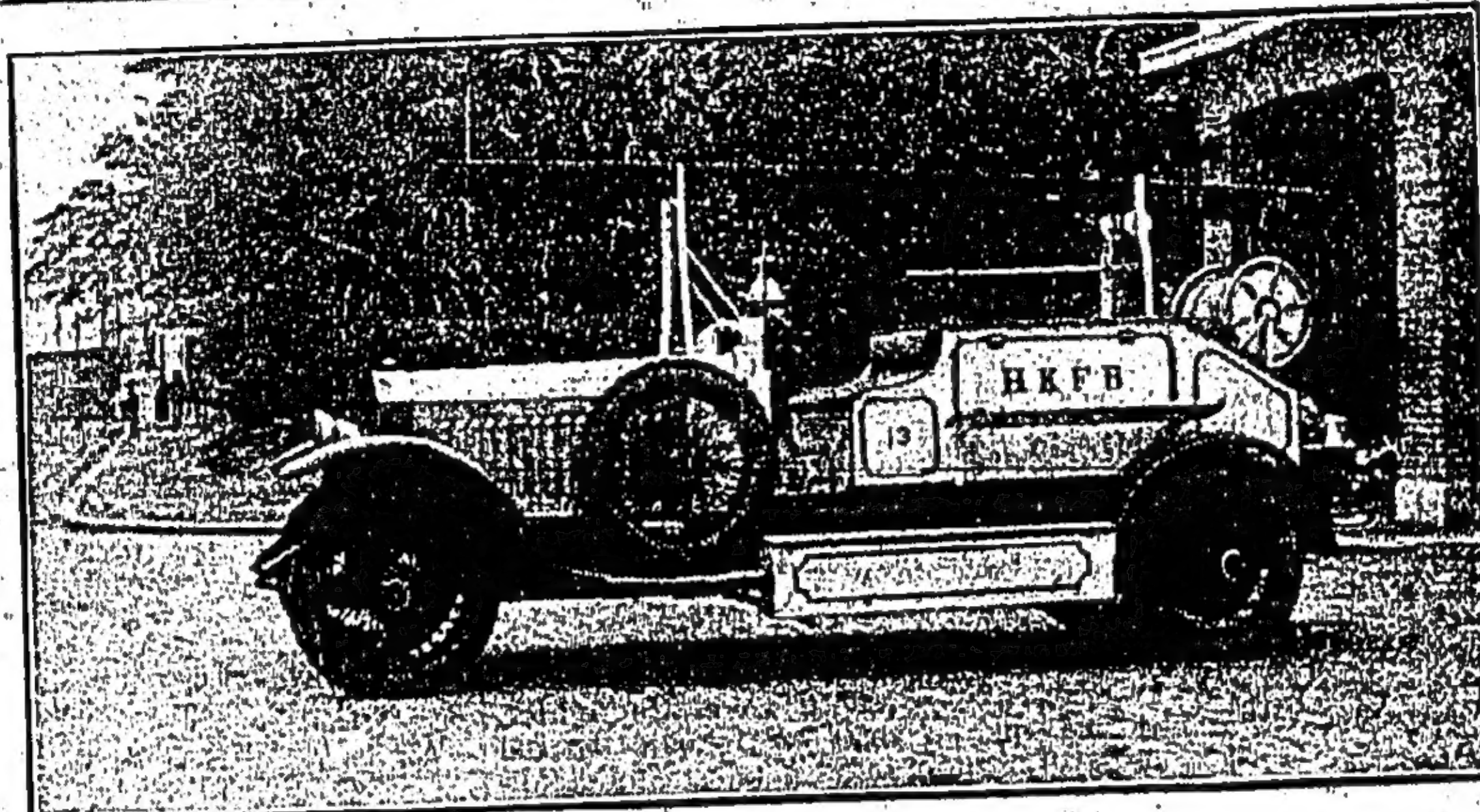
BEWARE SUDDEN BLOWS.

It is not always straight wear that sends tyres to the scrap heap. They would provide many more miles if all they had to do was carry the car over smooth streets and highways. Sudden blows cause a tremendous strain on tyres. The effect of striking a sharp edged railroad track at high speed is very similar to imparting a sudden blow upon a toy balloon.

DETERMINE PLUG ILLS.

If a visual examination of the condition of a spark plug fails to prove it responsible for the poor functioning of the engine, there is a more accurate test to be applied. Find a cylinder that is known to be functioning properly. Put the suspected plug in place of the one that is known to be good. If the trouble follows the plugs, then it's conditions has been sufficiently proved.

HONGKONG'S FIRST ROLLS-ROYCE FIRE FIGHTING MACHINE.



The above picture shows Hongkong's first Rolls-Royce fire engine which arrived recently. Capable of a high turn of speed, the new appliance marks a further step in keeping the Colony's fire-fighting forces at a high standard of efficiency. (Photo: A. Leung).

OLDSMOBILE FACTORY.

New Research Facilities.

Contracts for the construction of another new building for the Oldsmobile Motor Works were let recently. This building, not included in the \$3,000,000 expansion programme now under way, is to be devoted to the Company's development, design and research engineering activities. It is expected that it will be completed shortly after the first of the year, following closely the completion of the other units in the Oldsmobile expansion programme. The new building will be 400 feet by 90 feet, containing 36,000 feet of floor space. The unit will contain the research laboratories, dynamometer rooms, experimental drafting room, experimental machine shops, experimental garage and a model car studio. Many of the devices to be installed in this model engineering building have been designed to bring closer coordination between the information developed by actual road tests at the General Motors proving ground and by laboratory test work.

PACKARD FEATURES.

Ventilating System.

Many little deft touches, given after long study, have added greatly to the sleek appearance of the Packard Eight without losing anything of the distinctive Packard lines. One such touch giving useful beauty of line serves a quite useful purpose besides. It is the use of four small doors on each side of the hood as a means of ventilating the engine compartment, instead of the customary louvres. The doors, when open, allow free passage of air for cooling, and in cold weather they can be closed to retain heat in the engine compartment, thus doing away with the necessity of louvre covers. They give enhanced beauty to the car by appearing to carry the full length of the car to the radiator without a break.

AUCKLAND'S ROADS.

Auckland's concrete roads aggregate over 10,000,000 square feet in area. Of this about one third is within city boundaries.

ELECTRIC AUTO- MOBILE.

Runs 600 Miles.

An electric automobile that will run 600 miles on a charge that can be put into it in an hour is announced as an accomplished fact by Jean Cabrerets, a technical writer.

A new electric battery—a "real revolution in science"—he says, has proved its worth and the right to make it has been acquired by French, English and German firms, whose names are kept secret.

A Spanish Jesuit priest, Father Almeida, is credited with the invention.

Cabrerets says the battery, compared with present types, has ten times the capacity, weight for weight, and five times the capacity, size for size. It can be charged, he asserts, in one-twenty-fifth the time of ordinary types.

Picturing current models of electric cars, he says, the new battery would propel one 600 miles as compared with 120 miles, but with a saving of 450 pounds, while if space were found to carry a new battery of the same weight as the old one, the range of action would be 1,200 miles. Best of all, the charge could be renewed completely during the lunch hour.

The chemical action is said to be similar to present practice, through the decomposition of two electrodes, one of which is of silver or heavily silvered.

BELGIAN MOTORING.

Big Increase in Cars.

An increase of 344 per cent. in the motor vehicle figures in Belgium during the past six years is reported to the U. S. Department of Commerce by the American Consul at Antwerp. Registrations for 1921 totalled 20,756. In 1927 the total registration for the first nine months totalled 92,192. The greatest increase occurred in light trucks which numbered 2,257 in 1921 and 25,901 in 1927. Passenger cars rose from 14,999 to 59,108, or an increase over the six-year period of 294 per cent. Of the total increase the American share was 30%.

BANNERS BANNED.

A by-law recently passed by the London County Council provides for a penalty of \$5 if a streamer, banner or balloon is attached to a motor coach or conveyance so as to cause danger or obstruction to traffic.

FURTHER CHEVRO- LET REFINEMENTS.

New Features Add to Ease of Operation.

New features and mechanical refinement adding still further to the ease of operation and driving comfort, and striking new Duco colours characterize the "Smoothest Chevrolet," as the current model is called.

Among the more important new features included are the following: A new cross member, strengthening the motor support at the transmission housing, thus still further reducing vibration and at the same time adding greater ruggedness to frame and chassis; a re-designed cam shaft with cams scientifically rounded to eliminate noise. An air cleaner and an oil filter have been added and gas and spark controls mounted with horn button on top of the steering column, affording not only easier control in driving but also giving a more artistic appearance; an improved universal joint with trunnions operating in separate bushings to give longer wear and to afford easier access; a new battery and battery support and a more sturdy tie-rod between the front fenders which permits a more rigid support of the headlights and their better focusing.

A notable feature is the ingenious spotlight switch which has no wire attached to the brake pedal and no pull-back spring on the switch, thereby eliminating a frequent source of annoyance of failure to function properly. The new switch is of non-arcing, lever type and is operated by the brake rod.

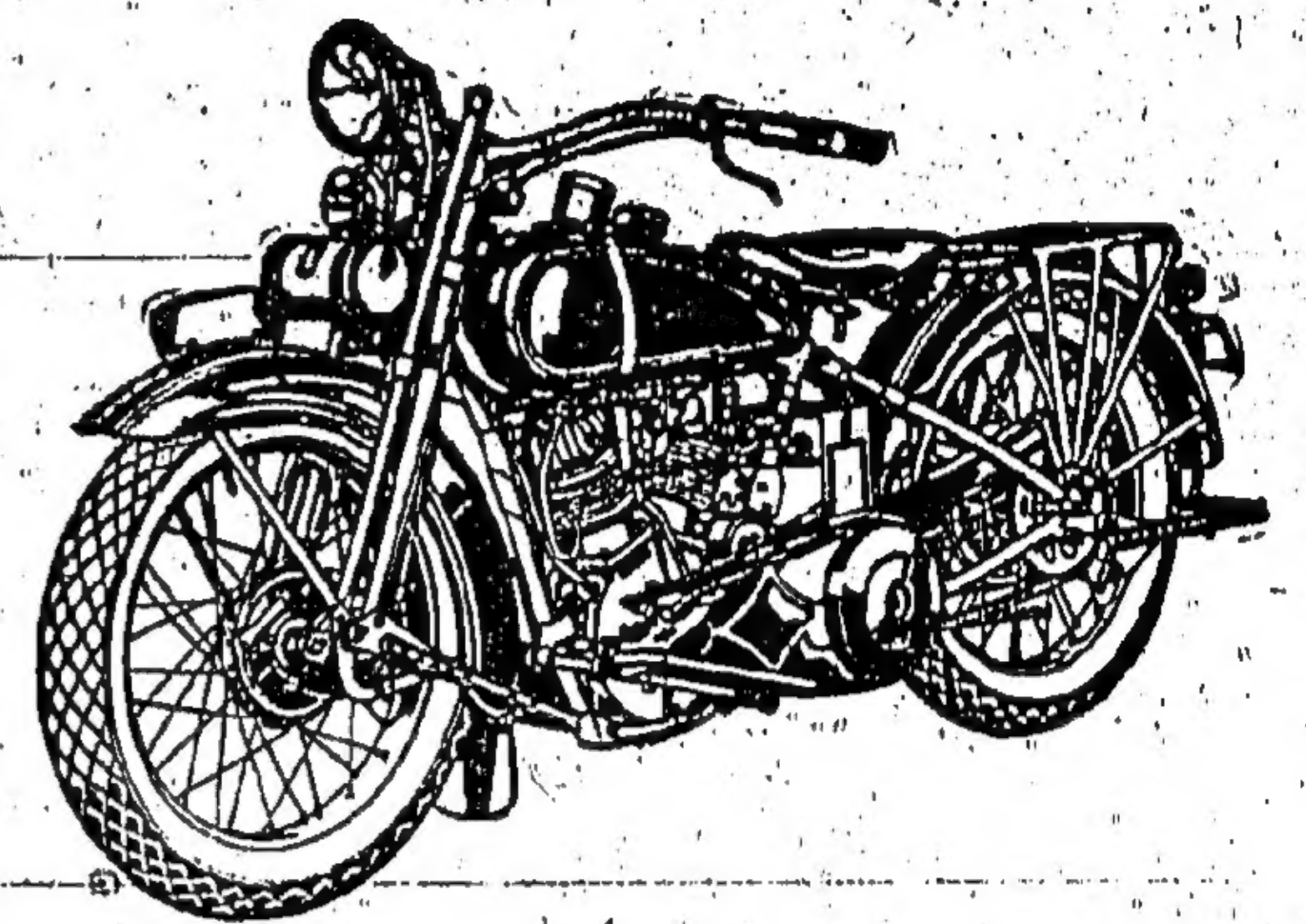
The new battery is equipped with a solid rubber case and has the handles built in as part of the case, thus eliminating metal handles which are subject to corrosion. The new type carrier holds the battery in such a way as to eliminate any strains on the battery case and the consequent liability of breakage.

All models have a rear view mirror and there is a handy pocket in the right front door of closed cars as standard equipment.

New, brilliant and striking combinations of colours in Duco appear on all the models.

MORE RUBBER SEEN.

Sir Robert Williams, chairman of the Anglo-Dutch Rubber Plantation of Java, predicts that in the future, with scientific cultivation, an acre of rubber trees will be producing a thousand pounds of rubber, compared with an average yield of 360 pounds of to-day.



HARLEY-DAVIDSON-1928-FEATURES

Four-wheel Brakes, Throttle-Controlled, Mechanical oiler and carburetor air cleaner, are prominent FEATURES. Second Shipment of The FAMOUS 1928 MODELS NOW HERE.

BOOK YOUR MOUNT NOW-ALL WILL SOON BE SOLD.

For Full Particulars Ring K. 1242.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Worn-Out Oil—The Sword of Damocles of Every Motor.

Damocles, beneath a naked sword, suspended by a single hair, was safer than your motorcar if it is lubricated with old, worn-out oil. Damocles' sword was threatened danger—the destroying dangers of impure oils are only too certain.

Any oil used for 1,000 miles becomes diluted with benzine and water; contaminated with dust, carbon and steel. Thinned-out oil is weak and watery—does not protect against friction. Oil laden with foreign materials wears out bearings, cylinders and pistons—shortens the life of your entire machine.

You don't see the wear. You don't see the loss of power. But many a shiny car running around is far along the path of old age because of broken-down lubrication.

To remove the dangers of long-used engine oils, regular crankcase draining is recommended by every automobile manufacturer. Is your motorcar going to give efficient, powerful service for two years?—or three?—or five? Watch the miles on your speedometer. Change oil every 1,000 miles. Refill with Gargoyles Mobiloil.



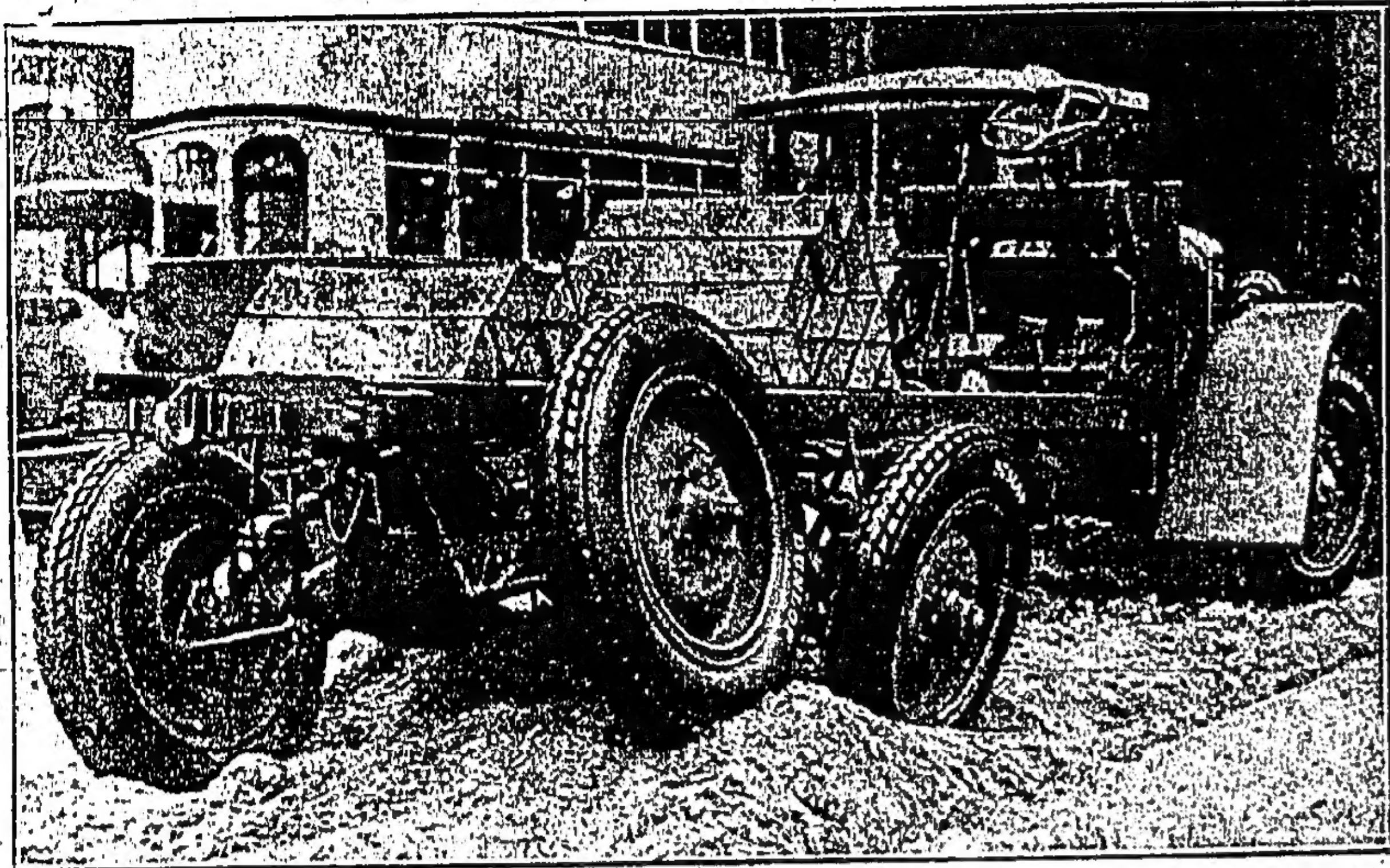
Mobiloil
Make the chart your guide

VACUUM OIL CO.

THE OLYMPIA MOTOR TRANSPORT EXHIBITION.

Evidence of Tremendous Progress.

[Special Report to the Hongkong Telegraph.]



The chassis of a six-wheeled lorry designed for agricultural work.

The Commercial Motor Transport Exhibition which has just been held in London has reflected great credit on the Society of Motor Manufacturers and Traders, and also indicated in no doubtful manner the wonderful power of recuperation of this branch of British industry, which has been so hard hit since the war.

At one time the chassis built for use under the motor omnibus or under a van or lorry body were practically identical. Now the two branches of the industry have separated out very definitely and consequently in this report we are dealing, at the moment, only with goods-carrying vehicles, leaving those designed for the carriage of passengers for treatment in a second article.

In both sections one finds not only noticeable advances in design, but also numerous refinements and improvements in equipment. It is no longer the passenger-carrying vehicle only that is provided with a full electrical equipment for lighting and starting purposes. Thus one finds manufacturers of accumulators and electrical machinery catering especially for the goods-carrying section. For instance, Messrs. C. A. Vandervell market a 5-lamp electric lighting equipment for use on mechanical transport vehicles of the types subsidised by the War Department, the requirements of which demand a system which, in the event of a damaged battery or connexion, is such that the dynamo alone can continue to provide all the lamps with current, regardless of engine speeds. The same firm also build special batteries for heavy duty work which are much appreciated, amongst others, by commercial vehicle

owners who appreciate the advantage value of their vehicles, and consequently provide full external as well as internal lighting.

Light Vans.

The range of British goods-carrying vehicles now extends from the lightest types capable of commercial use to the very heaviest permitted by legal restrictions. At one end of the scale comes that very handy and practical little van the Trojan, manufactured by the makers of the famous Leyland vehicles. The Trojan is extraordinarily simple as regards its mechanism and is also of stout construction, and is marketed at an extremely low price; consequently its popularity throughout the world needs no further explanation.

The lightest of the Morris range of goods-carriers is a half ton van

upon a modified edition of the Morris-Cowley chassis. The vehicle has a petrol consumption of no more than about 20 m.p.g.; it is fitted with four-wheel brakes, is capable of high speeds, has a wheel track of 4 ft. 8 ins. and is marketed at home at the very low price of £166. The Morris travellers' car, which is a very useful double purpose vehicle, sells at a very slightly higher price.

A still lighter class of exhibit is that which is based upon the popular British motor cycle and side-car, a collective exhibit of such machines was shown by the British Cycle and Motor Cycle Manufacturers' Union. These little three-wheelers are of very wide utility and are being increasingly used for light delivery work by large concerns, and for general purposes by small ones.

In this group were several exhibits of Rudge-Whitworth motor cycles, together with one of particular interest which, in addition to the side-car, incorporates quite a substantial trailer van body. With a petrol consumption of 35 to 40 miles per gallon, this combination can deal, under decent travelling conditions, with loads as large as 9 cwt. and has accommodation for quite bulky goods up to that limit and yet sells complete with a lighting set at only a little over £100.

The products of Morris Commercial Cars are distinct from those of Morris Motors. The exhibits of the former included, for instance, a 12 cwt. mail van, two examples of 1 ton vehicles with van and truck bodies respectively, an excellent 30 cwt. chassis and a six-wheeled chassis of considerable interest, as being much the lightest and least expensive of any of this rapidly growing group.

The engine of the six-wheeler is rated at 15.5 h.p. and the load capacity is 30 cwt. to 2 tons according to travelling conditions.

Fire Fighters.

One of these chassis was shown fully equipped as a fire fighter, and in this form should appeal strongly to the smaller Municipalities and to authorities responsible for fire protection in the country districts; the abilities of the six-wheeler in cross-country work constituting a notable advantage.

A very handsome fire engine of large capacity was shown by Messrs. Dennis Bros., whose cars are, of course, used in enormous numbers by the London Fire Brigade and by important Corporations throughout the world. This machine has a 60-70 h.p. engine with an electric self-starter and runs on pneumatic tyres. The combination of speed and safety is ensured by the fitting of vacuum servo-operated brakes. The makers also show a small portable estate-fire pump capable of being carried or wheeled and depending on a single cylinder 4-stroke engine for the power applied to the pump. So far as normal commercial vehicles are concerned the principal Dennis exhibit was a 30 cwt. worm-driven chassis, incorporating a number of new features of design and having a 4-cylinder engine, developing up to 36 h.p. at 2,000 r.p.m. The track of this vehicle is 4 ft. 8 ins. and its whole design has been largely influenced by a thorough study of Overseas requirements.

The lightest of the Morris range of goods-carriers is a half ton van

lin, India, South Africa, East Africa, Persia and The Sudan. The lightest chassis of the Albion range were not exhibited, the lowest carrying capacity on this stand being represented by a 2-ton baker's van on pneumatic tyres. A 30-45 h.p. 8-ton Albion with 4-speed gear and overhead worm drive, fitted with pneumatic tyres and four-wheel brakes was exhibited for the first time at Olympia. This also applies to the 4-ton overtype Albion, which, incidentally, has an unusually small turning circle of 45 ft. The type is particularly for work in docks and railway yards and other congested areas.

Substantial Six-Wheelers.

Here again was to be seen the 4-ton six-wheeled Albion chassis, notable among the six-wheelers on account of its substantial useful load carrying capacity, which makes it a commercial proposition where smaller machines in the six-wheel class might be quite competent to travel, but hopelessly handicapped by reason of their high operating costs per ton-mile.

The only goods-carrying model among the Associated Daimler Co's. exhibits was a new 70 cwt. commercial chassis with an amply powerful engine and designed to maintain good average speeds with an ample reserve of power for hill climbing. The rapid increase in the use of pneumatic tyres under heavy loads is indicated the fact that they are fitted to this model, although the chassis is of the ordinary four-wheeled variety.

The Use of Solid Fuels.

The smallest of the goods vehicles on the Karrier stand was a 2-tonner on pneumatic tyres; whilst the largest was a tremendously strong 6-ton tractor designed to form the power portion of the 12-ton Karrier combination vehicle, which is of the flexible six-wheeled or "Tractor & Trailer" type. Intermediate in capacity is the Karrier 3-ton six-wheeler which may fairly be claimed to be the pioneer of its class and of which the example shown was fitted with a producing plant generating gas from ordinary wood. As a means of comparison it may be mentioned that about 20 lbs. of wood used in this producer serves as the equivalent of a gallon of petrol. The installation is such that petrol can be used for starting up, or regularly if available at a sufficiently low price. Gas can be provided in ten minutes from cold.

The fact that examples are now shown of petrol vehi-

cles fitted with producer-gas plant must not be allowed to obscure the great value of the steam lorry, particularly for use in countries where liquid fuels are expensive. Among the many new British six-wheeled vehicles on the market the only "steamer" is the "Sentinel", built on the lines of the famous "Super-Sentinel"—four-wheeled waggon and tractor. The "Sentinel" six-wheeler will deal with loads of 10 to 15 tons. Its power is drawn from a 2-cylinder poppet-valve engine, 6 x 8 ins., working at a steam pressure of 275 lbs. per sq. inch. It has a two-speed gear with differential contained in an aluminium crankcase and the final drive is by two silent chains. The boiler is, of course, of the "Sentinel" patent vertical water tube type.

The other exhibits by this firm included a tractor capable of hauling 20 tons on hard roads; a lighter "Sentinel" six-wheeler for 6 ton loads and two four-wheeled waggons of about the same carrying capacity.

The Scammell six-wheeler is unique in the design of its transmission. In place of two driving axles it has only a single axle at each end of which is a strong gear-case containing a train of gears transmitting the power to the driving wheels. These gear-casings are journaled on the ends of the axle forging. The system gives enormous freedom of relative movement to the short axles on which the driving wheels are carried, and one of the results is that the two driving wheels on one side of the vehicle are always in the same plane, whatever inequalities of the ground may be encountered.

An Eight-Wheeler.

An extraordinarily successful new exhibit on the Scammell stand was the eight-wheeler. This is, in fact, a development of the Scammell flexible six-wheeler, which has been well known and appreciated for many years. It is capable of dealing with a load of 15 tons and the carrier portion of the combination represents an entirely new departure. It is carried on two short axles arranged in line, each axle carrying two wheels; between each is a broad leaf spring, the connexions of which are such that each axle is free to oscillate about a longitudinal axis, and thus the load is always evenly distributed over the four trailer tyres whatever may be the camber of the road.

The action of the Scammell 8-wheeler was admirably demonstrated in one section of an extraordinary interesting film which was prepared by the journal "Motor Transport" and exhibited twice daily at Olympia throughout the Exhibition. Largely owing to the support given by the War Department, the London Fire Brigade and other important organisations, it was possible in this film to give visitors to the show a really good idea of the extraordinary capabilities of the more exceptional vehicles to be seen in the hall, and thus to give real meaning to many exhibits which otherwise, to the average visitor, would have appeared to be nothing more than ingenious, though rather mysterious, mechanical devices. There is no doubt that this film largely increased the educational value of the Show.

Cross-Country Vehicles.

Without some practical demonstration it is certainly difficult to visualise the true capabilities of such a machine as the new six-wheel-driven F.W.D. This is, of course, a development of the four-wheel-driven vehicles of that make. Even they are capable of exceptional feats in cross-country work and under exceptionally bad travelling conditions; but the new model combining the capabilities of the ordinary six-wheeler with the exceptional powers that result from driving the front wheels also, is something quite unique and represents what is, at present at any rate, the last word in the design of a cross-country motor for the carriage of substantial loads and capable also of good performance on ordinary roads.

An absolutely unique form of tractor of new design was shown by Messrs. Armstrong Siddeley. This has only four wheels, but may be regarded as consisting of two short chassis. Of these the front one carries the engine unit, change speed gear controls and transmission to the two front wheels. The rear chassis carries a transmission gearbox for the two rear wheels and a loading platform. There is entire jointed independence between the front and the rear portions and the power is transmitted from one to the other through a universally jointed shaft. The feats of which this tractor is capable are very extraordinary, and when equipped with blades which are fitted to the wheels, and can either be housed within the rims or swung outwards to grip the ground, it is able to draw very heavy loads with great efficiency over the roughest ground.

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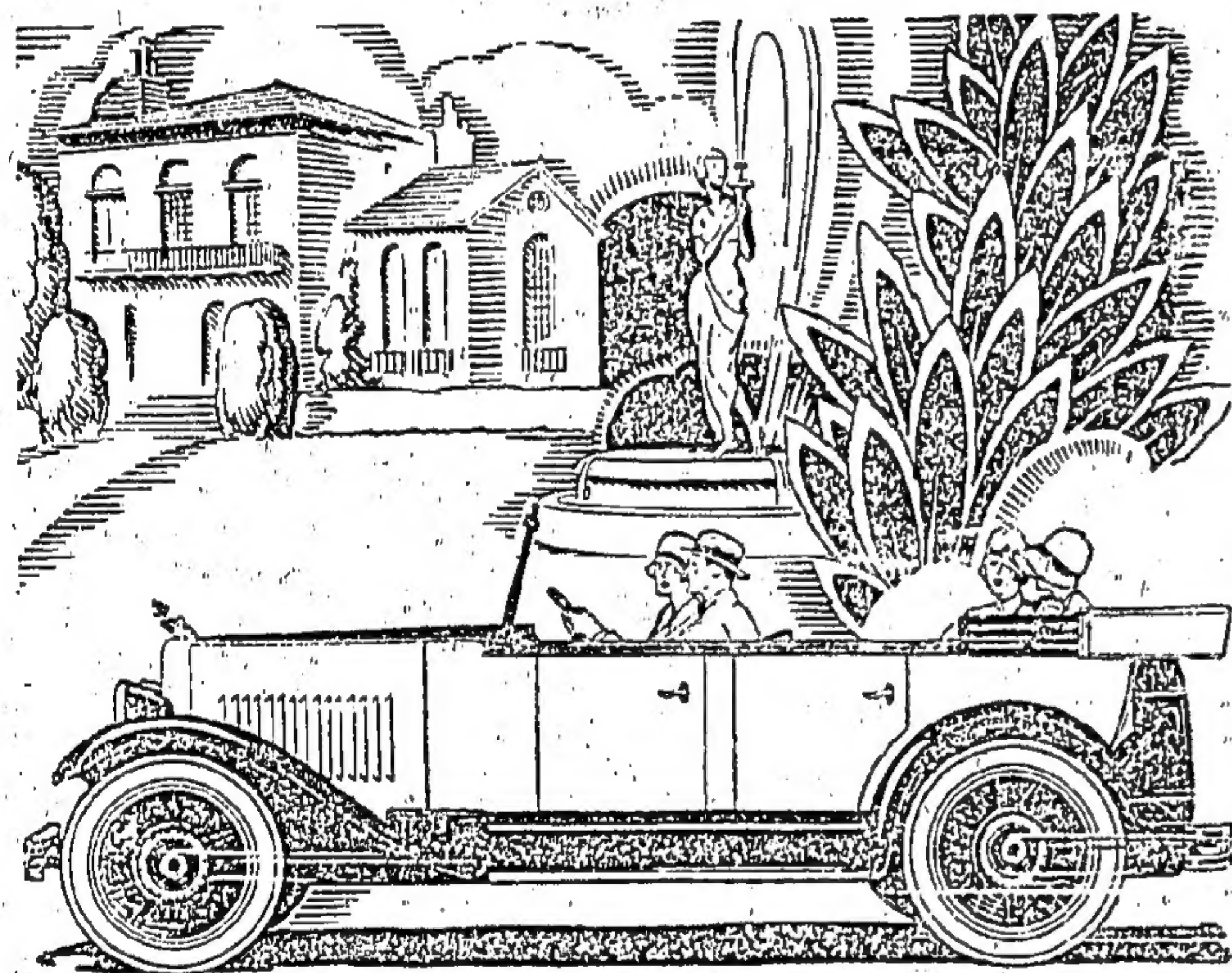
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STUDEBAKER'S
ERSKINE SIX

The Two Ton Class.

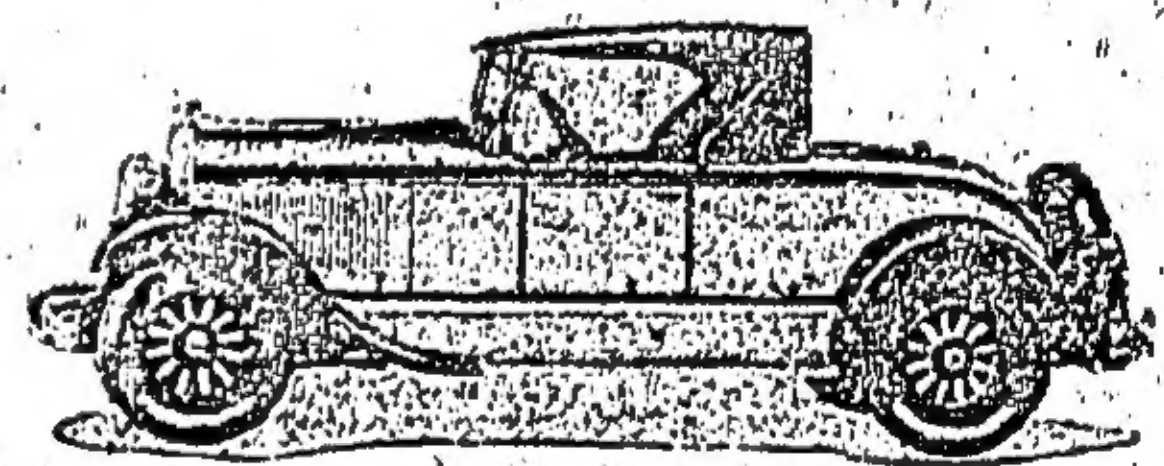
There is a considerable selection of first class vehicles having a carrying capacity of round about 2 tons. An interesting exhibit was that of a 2 ton Guy lorry running on producer gas which, of course, has very obvious advantages in countries where petrol is expensive or difficult to obtain. The gas producer fitted on the vehicle was of the type known as the "Tulloch-Reading." Messrs. Guy, of course, also manufacture vehicles of lighter carrying capacities, examples of the 25 cwt. and 30 cwt. models being exhibited.

A very attractive new 2-tonner is the Halley W. 20 model. This weighs only 32½ cwt., will travel at 35 m.p.h. and consumes one gallon of petrol over about 13 to 15 miles. The engine will develop upwards of 40 h.p. and the chassis, though light, is of very robust construction.

The Thornycroft A. 1 chassis is nominally intended for 30 cwt. loads, but, being of the type approved by the British War Department, it may perhaps better be classified as a 2-tonner when applied to ordinary civilian use, under normal conditions. Very large numbers of this model are in use and the example actually shown was a repeat order for the Great Western Railway Co., which now operates over 150 Thornycroft vehicles. A slightly larger Thornycroft model is the A. 2 which is rated as a 2-tonner and the exhibits also include a 5-ton chassis with a 50 h.p. engine, and a six-wheeler of subsidy type, designed to carry from 2 to 3 tons of useful load. A noticeable feature in the design is the suspension of the rear bogie. This six-wheeler, though of comparatively recent introduction, is already giving good service in many countries including Australia.

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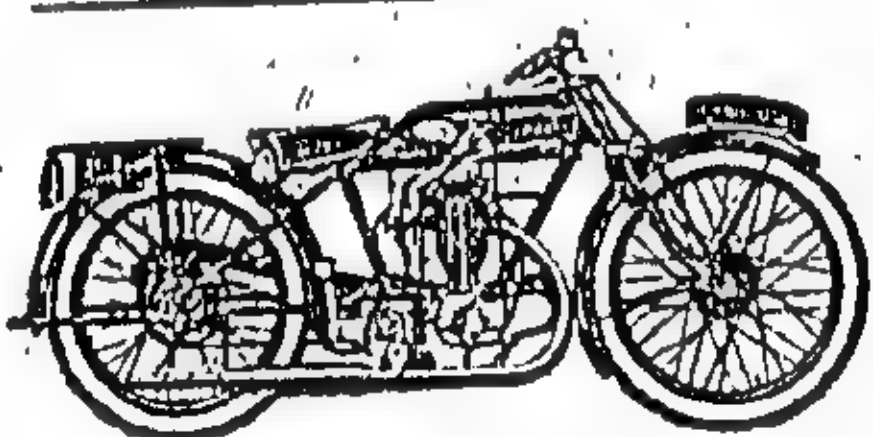
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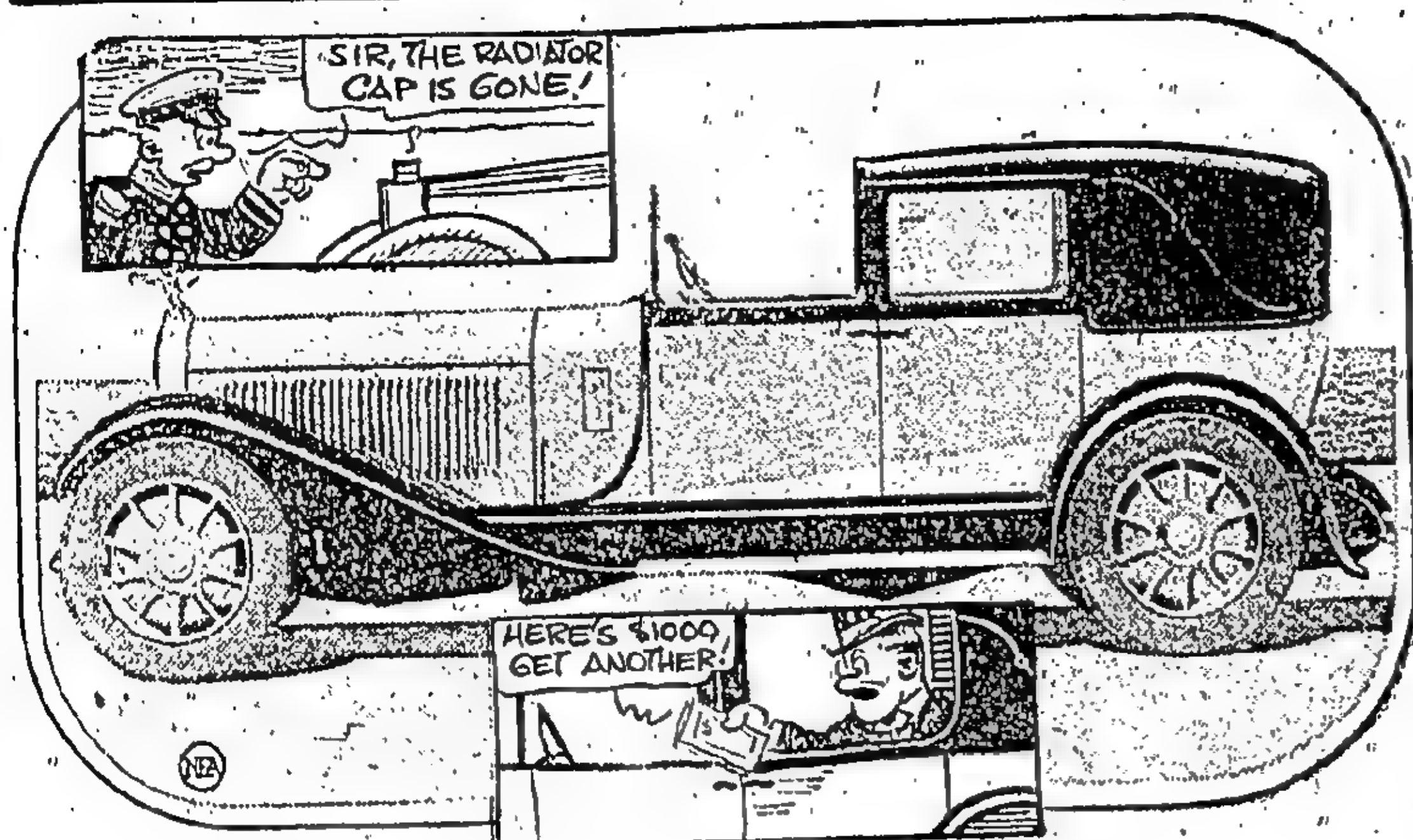
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MOTOR CARS FOR THE FEW.

(Special Report to The Hongkong Telegraph.)



A mere \$22,000 will buy this Isotta-Fraschini with Fleetwood body. It is one of the exclusive exhibits of the annual auto salon in New York.

New York, Nov. 26th.—Highly embossed invitations have brought members of the Park Avenue and Long Island elite to this year's annual automobile salon at the Hotel Commodore.

For right at the foot of New York's exclusive and luxurious avenue are gathered the latest creations of the world's masters in coachwork and automobile manufacture. This is the auto show of society, the one from which it is said, new ideas will come for use on the more popular models one or two years later.

Guarding jealously their secret innovations until the opening hour, the exhibitors at this salon pride themselves in the singularity and opulence of their products. Most seem to follow a general trend toward convertible or all-weather bodies, as well as the sporty phaeton or roadster type of car. But every exhibit on the ballroom floor of the Commodore has some unique features that reflect the peculiar characteristics of its designer and builder.

Cost is only secondary in this great display. The cars shown here are some of the most exclusive and expensive vehicles in the world. One foreign car, the Isotta-Fraschini, straight-8, is equipped with a cabriolet body by Fleetwood, is priced at \$22,000 and several others cost little less than that.

What's \$22,000?

What is of primary importance is the custom body construction

of 14 American and six European coach builders. For this is, essentially a body exhibition.

Each body reflects wealth, superiority and refinement. Every little appointment within is made sedulously for those who are accustomed only to the finest. Bright colours, sweeping lines and handsome trimmings, combine to give the vehicles a dashing air, and their luxury is enhanced by expensive fittings and decorations.

Every thought is given to the desire of those in position to buy these cars. There is storage space for golf bags, for instance, just behind the rear seat. In some of the cars a small cabinet for glasses and refreshments is found, and even a miniature ice chest is included.

Upholstering is expensive.

Many are upholstered in reptile skins, from python to lizard leathers, which are distinctive in appearance and very durable. Others have needle-point interiors, or highly expensive broadcloths.

The high seatbacks of some phaetons are set at an angle to allow for deep cushioning and greater comfort. Removable arm rests are supplied in the rear for use when only one or two passengers are riding in the back.

Doors are wide. Folding windshields are provided for rear pas-

sengers of the convertible phaetons. And some cars even have a deck over the rear that raises to permit passengers to enter.

Fourteen of the cars on show are making use of non-shatterable glass in windshields.

Set Up Like Home.

Down-filled cushions on the rear seat, sewed to keep them in shape, provide an innovation in upholstery and comfort.

In short, the interiors of the new cars have been decorated as if they were small drawing rooms. The seats have been done in figured designs, the side walls and ceiling left plain and the trimming and lace made just elaborate enough to set off the whole. Vanity cases and smoking sets are in harmony with the interior decoration.

Just as exquisite as the interior is the external design of each car. The lines and colour combinations tend to form a highly satisfactory and harmonious body. All contribute to a flashy and delightful appearance.

Four exhibits of these cars have been planned for this year. The one in New York is the first. The next is at the Drake hotel in Chicago, from Jan. 28 to Feb. 4. The third will be at the Hotel Biltmore, Los Angeles, Feb. 11 to 18, and the fourth at the Palace hotel, San Francisco, Feb. 25 to March 3.

both solo and with sidecar, are employed in South Africa and elsewhere for police patrol work.

In London, the police authorities have recently purchased a large number of the little Jowett cars, which were presumably selected on the grounds of their great dependability, coupled with their low cost and quite adequate speed capabilities for nearly all duties.

As regards these, and in fact all their motor fleet, Scotland Yard have recently taken the very wise precaution of specifying the fitting of Triplex safety glass on their cars, thus following the example set by the Royal Family, and also by the Army, Navy, and Air Force. The fitting of this glass represents an expense that is thoroughly well justified in the case of the ordinary motorist, and all the more so if the use of the car is such as to render its occupants occasionally liable to a risk of intentional injury by the throwing of missiles.

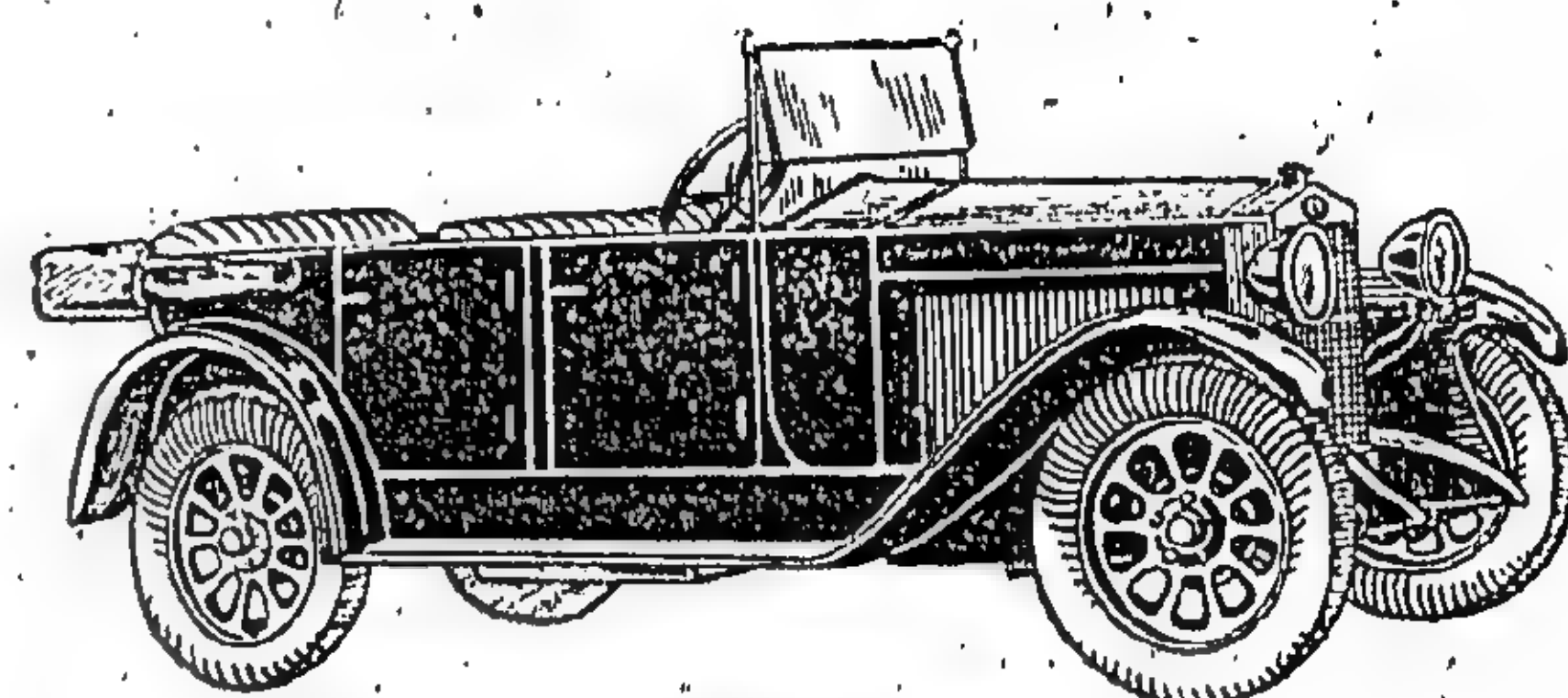
Turning from the south to the extreme north of England, Newcastle-on-Tyne have for a long time past been using a fleet of 5 h.p. N.U.T. motor cycles, a make the export of which is in the safe hands of Messrs. Rootes, of Devonshire House. It has been found that these machines have represented a positive economy, as it has been found possible to close a number of police stations in the city area without increasing in any way the slight time clapping between a call for police aid and the arrival of the necessary force at the scene of action.

The experience of Newcastle in this respect is similar to that of London in the matter of the fire brigade. Some years ago, when the horsed fire engine began to become a thing of the past, and large orders were placed for Dennis engines, it was similarly found possible to close a number of depots, and yet to ensure the brigade reaching the scene of a fire more promptly than under the old arrangements.

Reverting to the provision of motors for the people, Messrs. Collier, the makers of the Matchless motor cycles, say that they now export over a quarter of their whole output, and that they number the Persian police force among their recent substantial customers.

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MOTOR CYCLES ARE DEFENDED.

Charges Unjustified by Facts.

For two or three years the British Motor Cycle Industry has been the subject of attacks of varying descriptions. The motor cycle has been alleged to be "dangerous." It is said to be "noisy," it has been criticised because of its use to carry a second or "pillion" passenger at no extra cost; the presence of the "pillion" passenger has been declared a danger; it has been regarded as too "speedy" for English roads, and so forth and so on. The critics of the motor cycle have lost no opportunities to voice their views and have even abused official position and judicial office to display more of ignorance than of knowledge in matters affecting the motor cyclist.

A Northern Coroner dealing with the death of a cyclist—no motor cyclist was involved—stated, "I have ridden a motor cycle and I soon realized that one has only to ride a motor cycle long enough to be killed."

This is typical of the criticism of "danger"—in reply to which one need only mention that annually in Great Britain the motor cycle carries one to four persons in perfect safety over 3,000,000,000 miles! Agreed there are some people who on their own admission are known to be incapable of propelling either a motor cycle or a perambulator in safety (and yet both are ridiculously simple to manage)—but all road administration must have regard to the law of probability and the fact that road vehicles are usually of the utmost docility to all but a few of the "gormless" must be given full weight.

Users' Fault.

As to silence—admittedly certain machines are used too noisily. The users deserve their fate. The existing law, however, is unfortunate in its language and aims; its interpretation is arbitrary and illogical in the untutored hands of the lay magistracy.

Motor cycle manufacturers are only too anxious to manufacture

POLICE AWHEEL.

Motor Cycles in Vogue.

Nowadays it is more usual than not for the police forces of any considerable cities throughout the Empire to be well provided in the matter of motor vehicles. In very many cases motor cycles are principally employed; for example, a large number of B.S.A. machines.

machines which will be quiet in use, but the emission of exhaust noise is largely a question of control, by the rider. The existence of noise in certain cases, however, has led to the circulation of stupid statements. No responsible designer of internal combustion engines would support the suggestion apparently made by the Ministry of Transport officials to the Home Secretary "that motor cycles can be made as silent as four-cylinder motor cars." Any person capable of ensuring this will obtain enormous financial reward!

Pillions Safe.

Pillion riding has been condemned in certain quarters and almost invariably where an accident involving a motor cycle with pillion-passenger occurs, the presence of the pillion-passenger is regarded as responsible for the accident. This is regarded almost as a matter of course by a section of the yellow Press. "Scare" headlines and incomplete reports to justify this attitude are by no means uncommon. The public are never told of the cases where a pillion rider is involved in an accident and escapes injury. They are kept ignorant of the fact that many accidents would occur in any case—pillion rider or not—and they do not know that generally speaking, the presence of a pillion-passenger adds to the stability and safety of the machine—if such were really required.

Of such character briefly, then, are the criticisms of the detractors of the motor cycle. Ignorance mates prejudices and, its sadistic offspring assails the motor cycle as such when it is its use that at times is quite justifiably under critical discussion.

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Sept. 7, 1922—PIKES PEAK	Big Six, 34, 7 miles in 1 hour 45 minutes
Feb. 25, 1922—BUENOS AIRES-ROSARIO GRAN PREMIO	Special 6, 470 miles in 10 hours 54 minutes
Oct. 14, 1923—SALT LAKE CITY-LOS ANGELES	Special 6, 853 miles in 23 hours 45 minutes
March 9, 1924—BUENOS AIRES-ROSARIO GRAN PREMIO	Special 6, 470 miles in 24 hours 45 minutes
Feb. 13, 1914—FREEMANTLE TO SYDNEY, AUST.	Special 6, 2,899 miles in 141 hours 55 minutes
May 15, 1924—ALL OVER PENNSYLVANIA	Light 6, 10,000 miles in 20 days
Nov. 26, 1924—CAPETOWN & JOHANNESBURG, S. A.	Big 6, 979 miles in 85 hours 55 minutes, 13 seconds
Jan. 23, 1925—SANTIAGO-LONTUE, CHILE	Special 6, 219 kilo in 3 hours 15 minutes 5 seconds
Feb. 25, 1925—GRAN PREMIO DE ARGENTINA	Special 6, 943 miles in 21 hours 27 minutes
— 1925—EL PASO TO SANTA FE	Standard 6, 362 miles in 10 hours 35 minutes
— 1925—MINNEAPOLIS TO WINNIPEG	Big Six, 444 miles in 10 hours 36 minutes
July 12, 1925—BARCELONA-MADRID, SPAIN	Big Six, 416 miles in 8 hours 47 minutes

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Duplex Phaeton	5 Seater	1,480
Custom Tourer	7 Seater	1,330
Custom Coupe	2 Seater	1,575
Custom Sedan Plush	5 Seater	1,675
Custom Coupe	4 Seater	1,675
Custom Victoria	4 Seater	1,675
Custom Sedan Mohair	5 Seater	1,675

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H.P. 36.04 R.A.C.—120" WHEEL BASE

Sports Roadster	4 Seater	G\$1,635
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Custom Victoria	4 Seater	1,675
Custom Sedan	5 Seater	1,675
Regal Coupe	4 Seater	1,905
Regal Victoria	4 Seater	1,905
Regal Sedan	5 Seater	1,905

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Custom Tourer	7 Seater	G\$2,200
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25, Queen's Road, Central
(THE HONGKONG AND SHANGHAI HOTELS, LTD.)

GARAGE KEEPERS' LIABILITY.

Obligations Defined in Common Law.

[By a Barrister-at-Law.]

Questions are frequently raised as to the treatment of cars in public garages, and, in view of the fact that undoubtedly many cases do occur where there is negligence on the part of garage mechanics, it is as well that the ordinary motorist should know exactly where he stands from the legal point of view.

Bailment in Law.

When A puts his car in B's garage he creates what is known in law as a contract of bailment. A bailment is the handing over by one person to another of any movable object, and there are six types of bailment known to English law. (i) Where the bailment is entirely for the advantages of the bailor, the owner of the car. This would be the case where B takes care of A's car without payment. (ii) Where it is entirely for the benefit of the bailee, the man to whom the car is handed over. Such would be the case where A lends his car to B gratuitously. (iii) Where it is for the mutual advantage of bailor and bailee, as where B garages A's car for payment. This last type of bailment is the one with which this article is concerned, and it is unnecessary to deal with the other three kinds here.

The law of bailment has frequently been discussed in the Courts, and the general principles of it, as they are to-day, may be summed up as follows. Where a man takes goods in his custody to keep for the use of the bailor he is not liable for their loss or damage if they are stolen or harmed by no fault of his or his servants, nor, if the bailment be gratuitous, will he be liable for a common neglect, but he must be guilty of gross negligence to incur responsibility in such a case. The degree of care required by law to be exercised by a bailee varies with the nature of the bailment. There is a duty on every bailee to take care, and the amount of care he must take depends on the type of bailment he is. It is assumed, for the purpose of this article, that in each case payment is made by the owner to the garage keeper for his garaging the car. It is only necessary to add here that anyone who gratuitously looks after another's car, whether by garaging it or in any other manner, will be liable for loss or damage to it, if caused by his or his servants' gross negligence, unless the parties have previously agreed otherwise.

Statutory Obligations.

A garage keeper then, will, in default of any agreement to the contrary, be liable to the owner if his car is lost or damaged owing to negligence on his part or on the part of his servants. He is also bound to take reasonable care to see that the garage is in a proper state so that the car can be reasonably safe in it, and he will be liable for any damage resulting to the car from his neglect to do so.

The burden of proof is on the garage keeper. This means that the owner of the car need only prove, in the first place, that he paid B to keep the car in his garage and that it has been lost or damaged. B must then show that such loss or damage was not due to any act or neglect by himself or his servants. If he can do this he will not be liable; if he cannot, he will be. The owner can, of course, cross-examine B's witness and call evidence to rebut their assertion that reasonable care was taken.

Proving Negligence.

The fact that it is for the bailee to show he was not negligent is of the greatest importance, for it would often be difficult for the owner of the car to prove affirmatively that he was. Moreover, while in the ordinary way it is for the plaintiff to make out his case, in actions for negligence against the proprietor of a garage in respect of a car garaged there, it is, to all intents and purposes, for

the proprietor to make out his case, and, if he fails to do this, he will be liable to the plaintiff notwithstanding the fact that no definite evidence of negligence has been given. It is one thing to prove that a man has acted negligently; it is quite another for that man to prove that he has not so acted. As Lord Justice Buckley said in a case, "The defendant as bailee of the goods is responsible for their return to their owner. If he failed to return them it rested upon him to prove that he did take reasonable and proper care of the goods."

It is, however, possible for a garage proprietor to contract out of this liability. In other words, he can make it a condition of the contract of bailment that he is not to be liable for his own or his employees' negligence. He can do this in three ways; either by informing the owner of the fact when the car is taken in, or by giving him a copy of the condition under which he garages cars, or by hanging a copy of these in a conspicuous place in the garage so that the owner could not help seeing them when he came in. The law lays down that the conditions of a contract must be reasonably brought to the notice of one party to make him bound by them, but if "they were so brought to his notice he will be bound by them whether he troubled to read them or not. On the other hand, a man is not bound to go hunting all over the garage to find such conditions, and, unless the garage keepers takes the trouble either specifically to inform him or give him a copy of them, or to place them in such a position that a reasonable man must have notice of their existence on putting his car in the garage, he will incur the liability, which falls on a bailee for reward in default of any agreement.

Conditions not Stipulated.

It sometimes happens that a few days after an owner has garaged his car he becomes aware of conditions which were not reasonably brought to his notice when his car was first taken in. In such cases the owner will not, of course, be bound by the conditions for the period prior to his notice, and, if the contract was, for instance, a weekly or a monthly one, he will not be bound by them until the expiry of the week or month in which he first saw them. The reason for this is that when the contract was first entered into no such terms were part of it, and until its expiry neither party can add to the conditions on which a contract was first made.

But an owner cannot keep his car in the garage indefinitely after the terms have been brought to his notice and say he does not mean to be bound by them. They will be incorporated in the contract on the first day after he has been aware of them on which it could have been open to the garage proprietor to determine the contract, i.e. at the end of a day, week, month, quarter, as the case may be.

To sum up, in default of any clause in the contract to the contrary, a garage keeper will be liable to the owners of cars garaged with him if they are lost, destroyed or damaged while in his custody, unless he can prove that he took all reasonable care of them. Where, however, he makes it a condition of the contract that he shall not be so liable, and brings this condition to the notice of the owner, the only real safeguard the latter can have will be by insurance.

When, in addition, we bear in mind that, apart from this last risk, if the car is stolen, burnt or damaged the loss will fall on the owner should the garage proprietor be able to show that the event occurred through no fault of his or his servants, it should be fairly clear to the prudent motorist that he will be most unwise not to take out an insurance policy to protect himself.

MODERN DESIGN.

A New British Six at £450.

Among the many "light sixes" of 1927-28 is found a very noteworthy model, the 6-cylinder Star of 18/50 h.p., with an o.h.v. engine carrying a 7-bearing crankshaft, and fitted with chilled, centrifugally-cast, fully machined cylinder barrels in place of the ordinary somewhat untrustworthy cylinder block. The power unit is further distinguished by variable cooling to head and cylinders, forced-feed lubrication of the most modern type, dynamically-balanced rotating and reciprocating engine parts, aluminium-alloy pistons, duralumin con rods, and—

a minor tit-bit which will appeal to many car-owners—oil-proof sparking plug accommodation.

A 4 ft. 8 in. track, 9-inch ground clearance and 48-inch rear springing render the chassis particularly suitable for rough roads, whilst the six brakes of Lanchester Patent type, the 4-speed gearbox and the oversize tyres all fit in a specification which is particularly alluring to the experienced motorist.

The road performance offers a speed of 65-70 miles per hour on the flat, an absolute silence both as regards power unit and exhaust at all speeds, and a top gear slow running record which admits even of stopping and re-starting on the direct drive.

Truly a model of which the British engineer may be proud.

HIGH-SPEED OMNI-BUSES.

Parlour Cars with Canteens.

THREE SETS OF BRAKES.

[By a Correspondent in the Daily Mail.]

Even the owners of the more expensive types of motor-cars might regard with envy some of the splendid chassis of the "heavies" which will be on view to-day at the opening of the Commercial Motor Show at Olympia, West Kensington.

It is two years since such an exhibition was held. Enormous strides have been made by the British manufacturers of heavy motor transport. The motor omnibus of 1928 is equally as comfortable, almost as speedy, and as safe, as the motor-car that costs £1,000 or more. One large motor-omnibus chassis which I examined yesterday was equipped with central lubrication of a better design than any seen at the Motor Show. This was a six-wheeler, built to accommodate 32 passengers and capable of a speed of 55 miles an hour. One turn of a handle and oil is sent to every lubrication point. This vehicle is equipped for safety with three different sets of brake—one set hydraulic, another acting on the back wheels, and a third on the transmission.

Meals for 20.

Every part of this chassis is get-at-able, and the private car designer visiting this show would find many valuable hints. The chassis is priced at about £2,500, and a ride in the complete omnibus will probably cost a few pence.

For long-distance motor coaching designers have provided all manner of comforts. One six-parlour car is completely equipped with a kitchen and lavatory. Each armchair is provided with a drop-table, newspaper parcel rack, and ashtray.

In another there is a canteen sufficient to supply meals for 20 people and for casual refreshment a "bar."

Like Tanks.

Some heavy goods transport vehicles are now enabled to go across the roughest country like "tanks" only instead of caterpillar tractors they have pneumatic tyres. They are less ponderous and far faster than the tractor type. Most of them have six wheels and one no fewer than eight. Wheels on swivelling axles are made to rise and fall with the undulations of the ground, whereas the chassis remains on an even keel and weight distribution is even.

This motoring-for-all exhibition illustrates, even more than the car or motor-cycle show, the supremacy of British motor engineering.

1928 HARLEY.
Many Improvements.NEW FEATURES
ADDED.

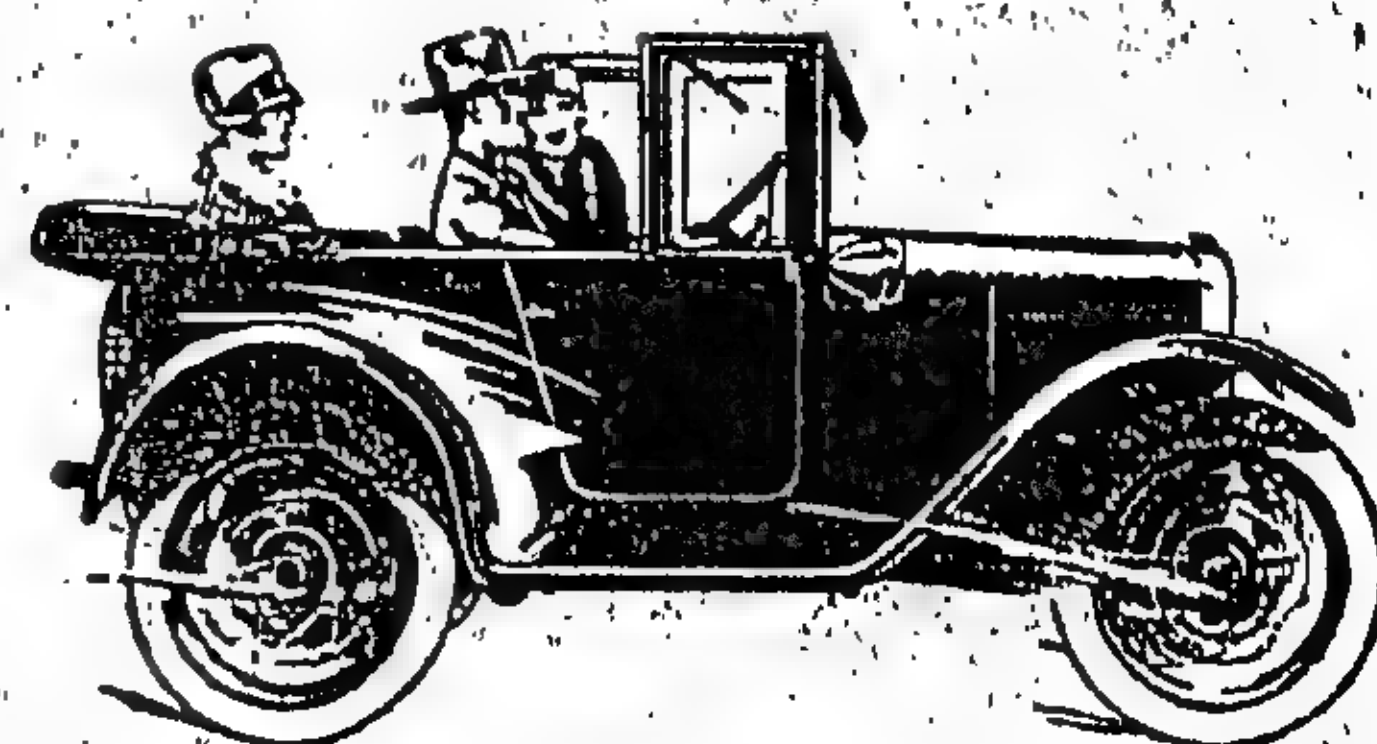
For 1928 the Harley Division Co. announce new features and improvements on all models, which include the four-wheel brake, air cleaner, new type automatic lubricating system, and positive gear lock. Riding comfort is assured by features which include big balloon tyres, comfort saddle, low riding position, front fork spring suspension and cushion seat post, all of which should make riding easier and safer.

The fore-wheel brake is internal expanding, operated by a lever on the handle-bar. Another improvement of importance is the positive working throttle control mechanical oiler. The device will oil the motor at every speed from the lowest to the highest—a desirable safeguard, as it means that even at high speeds there is no need to remove the hands from the handle-bar to pump oil.

The new air cleaner attached to the carburettor should add miles to the life of the motor, and be a boon to those who ride dirt roads. The positive working gear shift lock gate is fitted to the twins, and prevents the gears becoming disengaged and makes it impossible to shift gears when the clutch is not in the proper position.

The 1928 side valve single has forewheel brake, throttle control oiler, air cleaner, low metal piston (eliminating vibration), new connecting rod and fly wheel assembly, larger cushion engine, sprocket, new oil retaining device in the gear box, and wider valenced mudguards. In all there are 12 changes and improvements. The overhead valve Harley is designed to appeal to the rider who wants a light solo mount with speed and getaway, and has the 1928 improvements.

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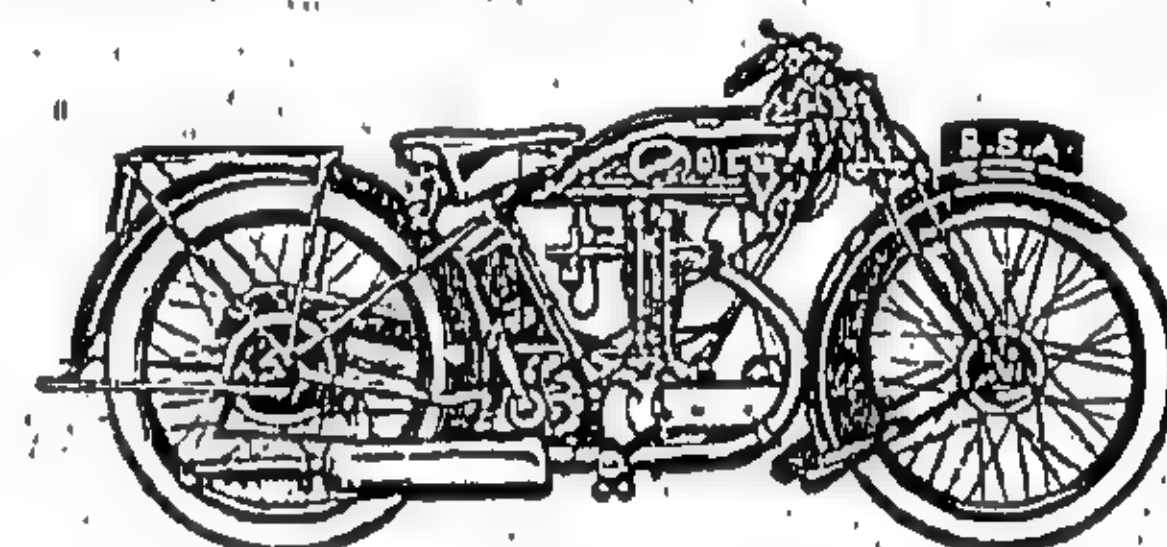
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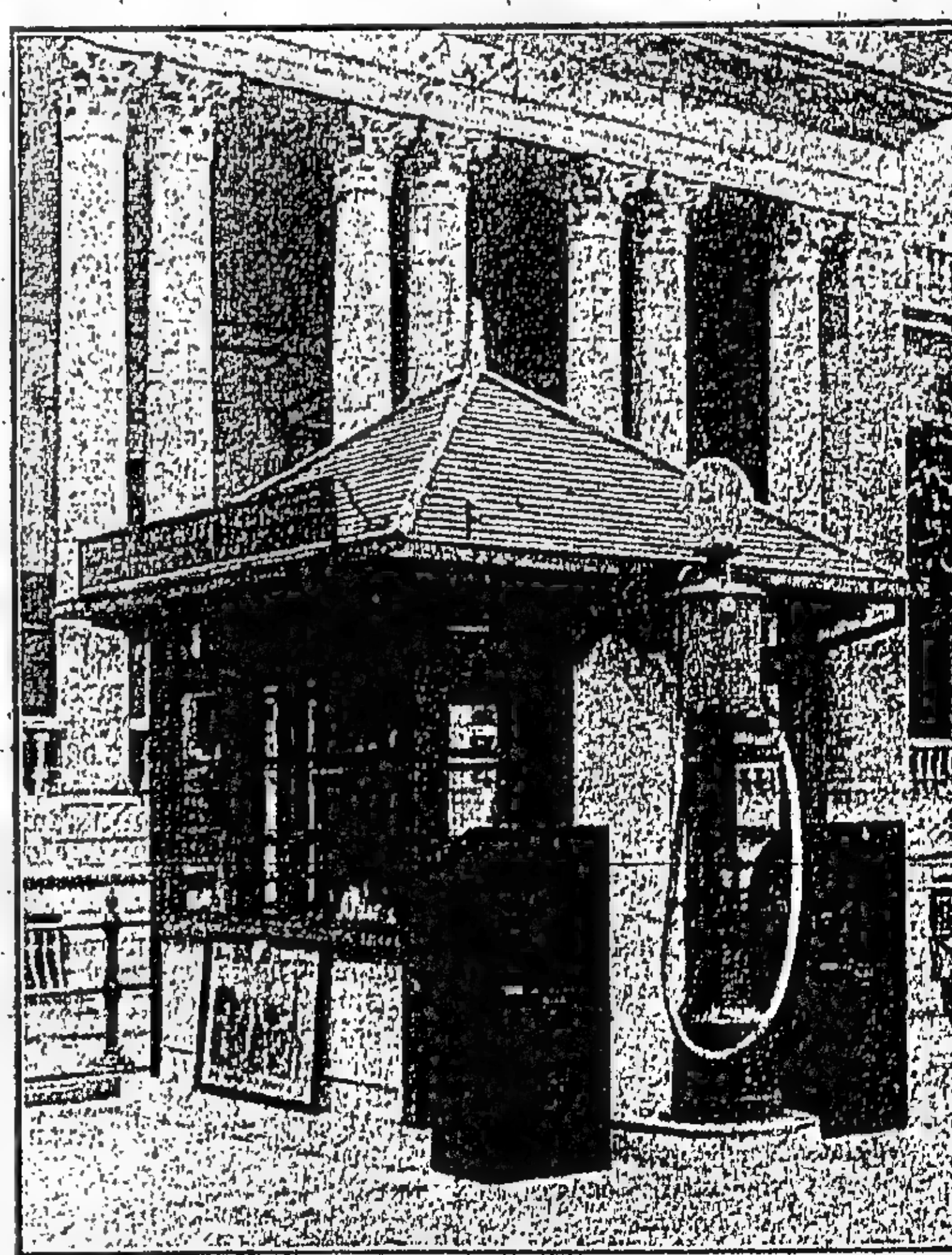
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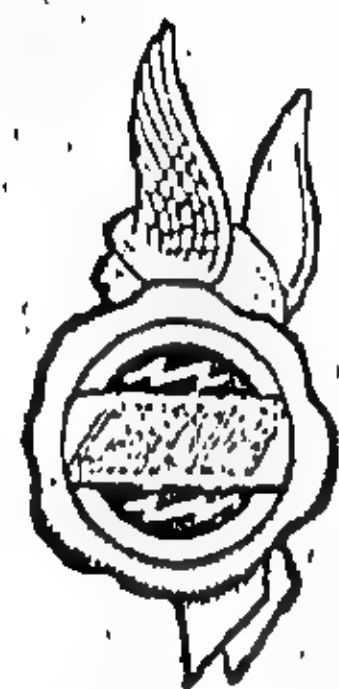
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AUTO HELP ASSOCIATION.

The Auto Help Association, a club similar to the American Automobile Association, has been organized in Germany. Like the American organization, the German association operates for the benefit of auto drivers, securing approved repair shops and other services of help to motorists.

CLEANING WINDSHIELD.

The easiest and best way to clean a windshield is to wipe it off with a wet chamois and then rub with a clean cloth. A little kerosene in the water will help if the glass is very dirty. This method of cleaning glass is to be recommended for closed cars, as it does not scratch.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

TYRE RECORDS.

When you apply a new tyre, do you keep a memorandum of its make, its serial number, and the date, the speedometer mileage and the wheel upon which it is placed? It is well worth while to do this little thing and also to keep a record of repair work done on it and the mileage of its removal from service or from one wheel to another. When it is finally discarded, a full record of its service is thereby available when the speedometer is consulted, and you can tell at once whether it has delivered the mileage it should have and how this mileage compares with that obtained from tyres of other makes. Such data is also valuable in indicating whether the size of tyre used on a car is adequate or whether it is too small and thus too greatly overladen to give economical results. It also may bring to light instances of premature tyre failures, which otherwise might escape notice, resulting from faults of adjustment or maintenance such as incorrect wheel alignment, inflation deficiencies and unbalanced brakes. Moreover, a record of the makes and numbers of the tyres on all wheels is of considerable value in helping in the recovery of a car which has been stolen. Tyre records, in common with all other service records of a car, depend for their reliability upon the continuity of action of the mileage registering part of the speedometer and if the car is ever out of action, they lose all claim to serious consideration. No owner who cares to know how much it costs him for a mile of motor transportation will fail to keep tyre and gasoline consumption records and to maintain his speedometer constantly in action.

Engine Runs Badly When Hot.

Question:—My car runs well while the engine is cold and up to 25 m.p.h. but when I run it over 30 m.p.h. and the engine gets hot, it misses and runs very badly, acting as if it did not get enough gas. If I pull out the choke part way, it will pick up and run all right, but not with the choke open. All piping, the vacuum-tank and carburetor have been cleaned, the carburetor adjusted and a new ignition coil has been tried, but without good results. My garage man has given up hope of locating the trouble, but suggests that the engine be opened up to see if there is anything wrong there. What can you suggest?

Answer:—In most instances of engines that run properly when cold and miss when they become hot, the trouble proves to be that some of the exhaust valves are adjusted with too little clearance,

which cause them to hold open when elongated by heat. If valve clearances have recently been disturbed, it would be well to make an inspection with the engine hot and see if all valves seat freely. The effect of an exhaust valve that leaks slightly from this cause, can often be counteracted by making the mixture rich by pulling the choke. We can think of no other explanation for your trouble, but we advise you not to disassemble the engine, as you probably would gain nothing by so doing.

Oil Changing After Installing Filter.

Question:—I have a 1924 car, which was not equipped with an oil filter, air cleaner and crankcase ventilation. The later models have these attachments, and finding that they were adaptable to my car, I have had them put on. Instructions furnished with my car were to change engine oil every 750 miles, but I understand that the above mentioned attachments make such frequent drainings of oil unnecessary. How often should I change the engine oil, with my engine equipped with these devices?

Answer:—You better consult an instruction book applicable to the later models, and follow the instructions contained therein. Some manufacturers consider that with these oil protecting arrangements, a change may safely be used twice or more as long as without them. Some users, however, change oil just as often after as before installing these devices, considering that they are lengthening the lives of their engines, even though no oil economy is realized.

Worn Brake Drums.

Question:—What had I better do about the brake-drums of my car, which are covered with rather deep grooves and do not seem to run quite even? The bands have to be set so tight that they rub all the time or else the brakes don't take hold right.

Answer:—You can have them replaced by new ones, obtained from the manufacturer of your car, it being necessary to replace both drums of a pair at the same time or you can have them turned down smooth and true. There is a special machine for this purpose, which is to be found in the equipment of some shops, which make a specialty of brake repairs. If you have new drums fitted, be sure they are applied so that they run true. (Copyright).

A POPULAR CAR.

The Clyno Programme for 1928.

Great enterprise has been shown in the new modes of Clyno cars, for which, Lane Crawford are the agents. The principal modification made to the chassis is the adoption of a new type and shape of radiator whereby cooling is considerably enhanced. Another feature of notable interest is that in the Saloon models the coachbuilt type and the Fabric pattern are equally priced and therefore at the option of the purchaser. The 12/23 H.P. Model, which earned so much popularity during the past season, has now been developed into a new 12/25 H.P. Chassis in which many refinements are incorporated. In order to meet the widely-expressed demand for an economical family car of low Horse Power, but of high performance, a new 9 H.P. Clyno car has been introduced. It is a thoroughly complete vehicle, available both in Open and Closed form, and is equipped with body work for the comfortable conveyance of four full-size passengers. The design generally follows orthodox lines, but it is notable that in every detail the needs of the owner-driver have been carefully studied.

MORE FOREIGN PLANTS.

In three years the number of American automobile assembly plants in foreign countries has almost tripled. In 1924 there were 10 foreign assembly plants, while this year there is a total of 27.

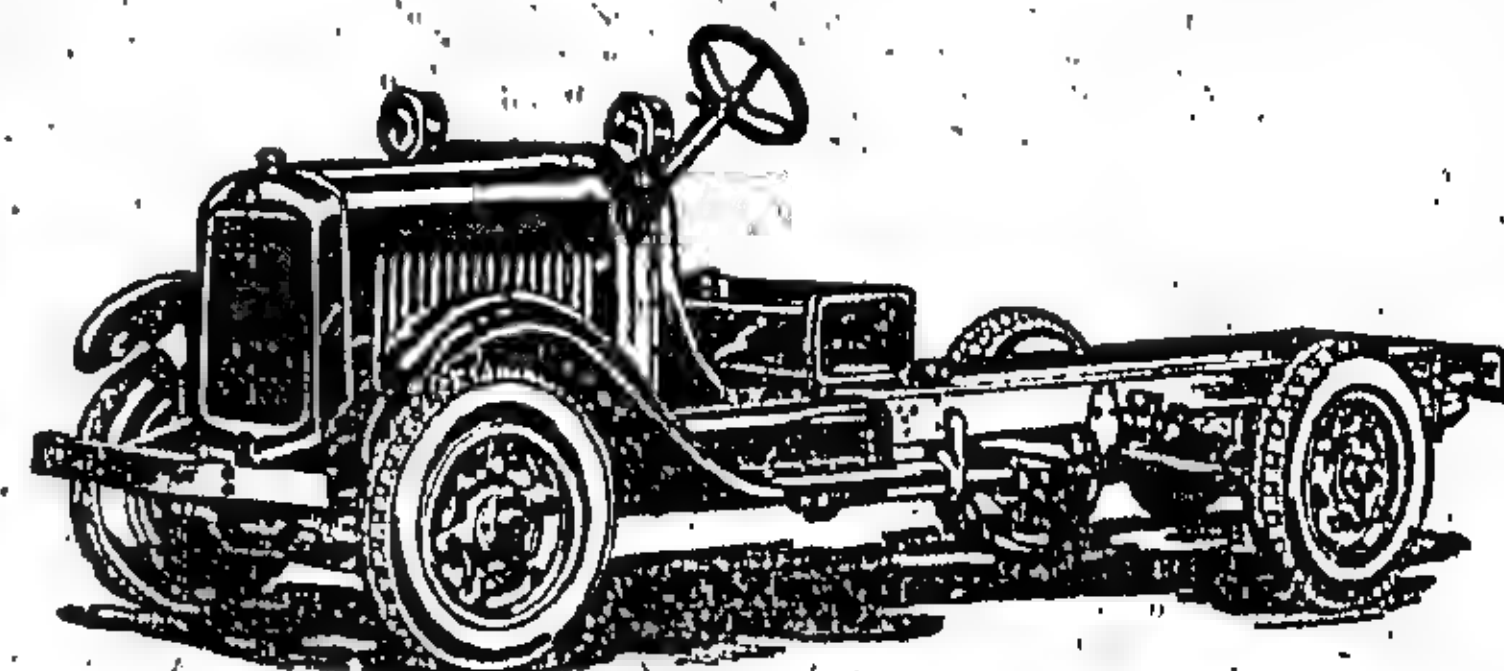
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150-inch wheelbase 2,450

162-inch wheelbase 2,480

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136-inch wheelbase G.\$2,470

150-inch wheelbase 2,550

162-inch wheelbase 2,580

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy-duty types, the capacities of which range from 2½ to 15 tons.

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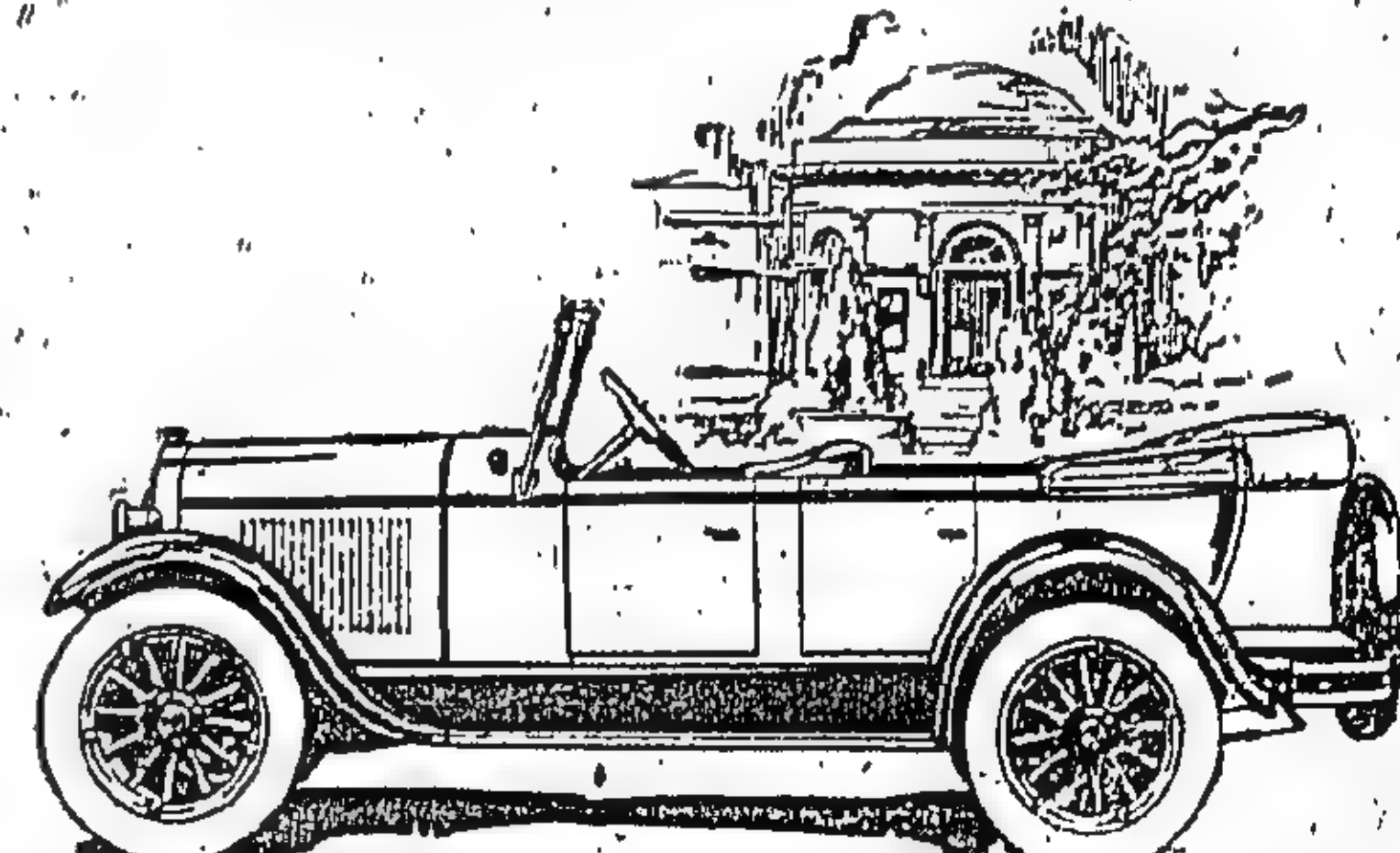
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Dickey-seat Roadster 4-seater G.\$1,175
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All prices subject to change without notice.

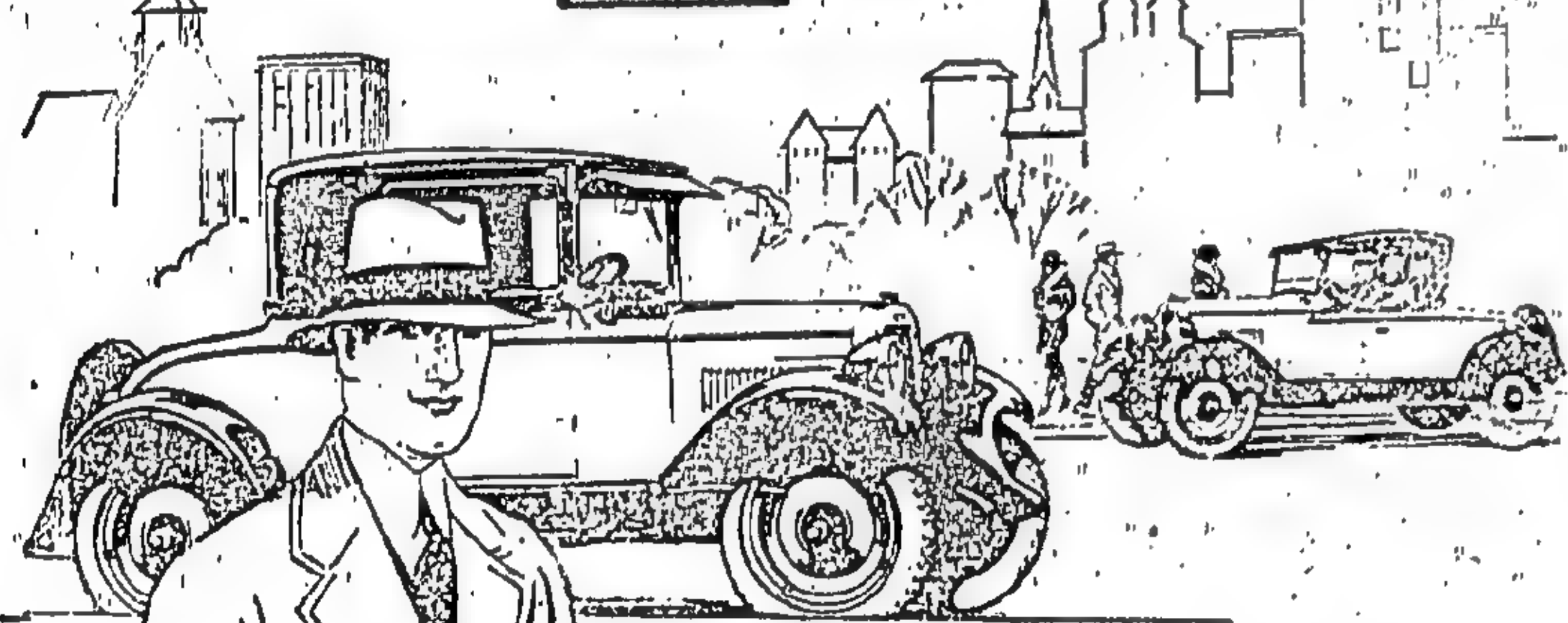
Keen appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before, because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value now yours at prices lower than ever before.

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Maximum Utility at Low Cost!

An outstanding combination of utility and economy is provided in the Chevrolet Roadster and the Chevrolet Coupe—two cars whose popularity is making merchandising history in every section of the country.

Hundreds of these models are purchased every day to meet the personal transportation needs of business men, physicians and professional men, contractors, etc. Concerns supplying transportation for salesmen likewise favor these cars—because of their marked economy, fine appearance, and staunch dependability.

Merchants are also purchasing these body types in increasing quantities—for they make exceptionally desirable light delivery units, especially when equipped with the "slip-on" box fitting into the rear deck that any Chevrolet dealer can supply.

Come in—and see for yourself how these attractive models combine fine appearance, utility and low cost as does no other car in the world!

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QUALITY AT LOW COST

The charges included murder and attempted murder of 68 of wounding and assault. Twenty-five counsel appeared for the defence. The jury heard 560 questions. Prisoners guarded the prisoners who often tried murder on attack one another in the

The Very Idea!

In a book of reminiscences, Mr. Koble Howard tells of a talk with Sir John Martin Harvey.

"The essential thing in a play," said Sir John, "is—what's the word I want?"

Mr. Howard suggested several words, but none of them was right. "No, no, no! The essential thing is—Dear me! I've got the word on the tip of my tongue! The essential thing is—"

He strode to and fro, beating his forehead and vainly striving to remember the essential thing in the play. But it was no good. He had to give it up.

The next morning Mr. Howard received from Sir John a postcard with one word on it—"Suspense."

The idea of permanently extinguishing the Santiago volcano, the poisonous fumes from which have ruined a quarter of Nicaragua's coffee crop for years past, is being exploited.

German engineers have dumped thousands of tons of earth into the crater, with the result that the burning sulphur bed has been apparently extinguished.

Solicitor to a Kilburn wife: Did you throw a marble clock at your husband?—Wife: I did; but I have been punished for that, because it has never gone since.

Willowden woman: I want a summons against a man for being a general nuisance.

Midland man: I worked hard during last summer. Magistrate: But we had no summer.

Tramp accused of drunkenness at Lowestoft: A Scotsman treated me to two glasses of whisky.

Man at Bow County Court: I consulted a solicitor and then everything was as clear as mud to me.

Some schoolboy "howlers":—A centipede is the French measure of length.

An armadillo is used to soften the "G" in French.

A thermometer is an instrument for measuring temperance.

We cannot obliterate class distinctions.—Mr. J. R. Clynes.

The London politician is a perfect gentleman.—Mr. A. H. Sinks (Rotherham).

It is false economy to spend too little money on good books.—Lord Eustace Percy.

The House of Commons is the most tolerant institution in the world.—Mr. D. Kirkwood, M. P.

You cannot get decent citizens if you house them worse than animals.—Miss Sheila Kaye Smith.

More schoolboy "howlers":—A vacuum is nothing shut up in a box.

Gross darkness is 144 times darker than ordinary darkness.

Lava is the stuff a barber puts on your face when you have a shave.

A mother's extraordinary conduct in successfully concealing for several years two children in her house so that no one outside the family knew they were there was told to the Potteries stipendiary magistrate at Hanley.

Thomas Nolan, of Milton-street, Hanley, was summoned for not sending his two children, Elsie, aged nine, and Harold, aged seven, to school.

Mr. R. W. Moreton, the chief attendance officer to the Stoke-on-Trent City Education Committee, said the two children had for four years and three years respectively been concealed at home during the day and only allowed out at night. Nobody ever caught sight of them, and the education authority had no idea they were in the house until a communication was received.

The mother explained her conduct by saying that she had been terrified because she had not registered the births of the two children.

Mrs. Nolan told the magistrate that the statements made were quite true, and that she had now registered the two children.

A nominal fine of 7s. 6d. was inflicted.

A farmer who hired out one or two harmless inmates from a nearby lunatic asylum, was standing at his farm gate speaking to a couple of friends, when he thought he would amuse them at the daffies' expense.

"Willie," he said, "go over to the field yonder and bring back a turnip the exact size of your head." Away went the youth, and returned in a short time carrying a turnip.

"Are you sure that one is the exact size of your head?" asked the farmer.

"Aye."

"How are you sure?"

"Because," replied Willie, "I tried my bonnet on it!"

Inebriate—"Whash ya looking for?"

Policeman—"We're looking for a drowned man."

Inebriate—"Whash ya want one for?"

SWATOW COMMUNISTS WATCHED.

SENTRIES HOLD UP NIGHT PROWLERS.

MORE TROOPS ARRIVE.

(Our Own Correspondent.)

Swatow, Jan. 6.

Care is being taken by the local authorities to guard against any untoward occurrence, and last night sentries held up all who were out after dark. Whether this was connected with a rumour that the Communists were to attempt a coup to-day is not certain.

Two ships have arrived with troops belonging to the 13th Army; they are sent by Commander Bei Tsiung-hsi, and presumably indicate a further move in the concentration of the Kwangsi party in Kwangtung.

In this connexion it is interesting to note that at a meeting held on New Year's Day resolutions were passed denouncing Wang Ching-wei, in addition to the usual demands for the defeat of Chang Kai-shek and his "Iron-sides," and in this morning's issue the local organ of the Kuomintang pertinently asks where in the matter Chiang Kai-shek really stands; and comments on his silence with regard to Wang Ching-wei's alleged implication in recent events at Canton.

Plot Frustrated.

According to Chinese reports in Hongkong, a "Red" plot to create disturbances similar to those during the recent "Red" coup at Canton has been frustrated at Swatow.

Shortly after the arrival of General Chan Ming-shih and Chan Chai-long had left Swatow on their march back to Canton, a "Red" re-entrance became apparent in the Peking and Kiang districts, both of which are in the vicinity of Swatow. Massacres took place and not a few rich people perished.

Apprehensions grew in Swatow when many troops left the city, and Martial Law was proclaimed on New Year's Day, when a telegram was despatched to the North requesting help. General Pei Chung-hsi, one of the allies of General Li Chai-sum, being asked to send some of his troops back to Swatow.

During the next four days, much uneasiness prevailed among the people, but the tension came to an end on the morning of the 4th instant with the arrival of a large detachment of Pei Chung-hsi's troops numbering more than a thousand.

AN OIL MONOPOLY DISPUTE.

SOVIET FUNDS ATTACHED.

Paris, Jan. 7.

The Tribunal of Commerce has ordered the attachment up to 20,000,000 francs of Soviet Commercial Mission deposits with various banks at the instance of the Banca Arnus, of Barcelona, for alleged breach of contract.

Apparently, the Banca Arnus received a monopoly to export oil from the Caucasus to Spain, and the Soviet denounced the contract despite a clause providing for arbitration in the case of a dispute.

—Reuter.

COTTON DISPUTE.

OPERATIVES TO RESIST REDUCTIONS.

Manchester, Jan. 6.

A joint meeting of the Federation of Master Cottonspinners' Associations and the Cottonspinners and Manufacturers Association to consider the employers' suggested reduction of wages by 12½ per cent. and an extension of hours to 52 per week, decided to request the operatives to confer with the employers as soon as possible.

The Unions intend to resist both suggestions. The question of hours is likely to become the major issue as the workers have long demanded the legalised 48-hour week.

—Reuter.

THE PEACE PACT.

FRANCE SUGGESTS AMENDMENT.

Washington, Jan. 6.

The French Reply to the Kellogg Note accepts the proposal to extend a Peace Pact to the principal European and other nations, but suggests that the proposal should be amended in order to condemn aggressive but not defensive wars.

—Reuter's American Service.

HONAN DESOLATE.

THE KUOMINCHUN'S HEAVY HAND.

STARVED PEOPLE IN RAGS

Tientsin, Dec. 20.

Recently, Honan has been feeling the heavy hand of the Kuominchun very severely. Then, in addition to the military, there are numerous People's Societies increasing in number very rapidly, and the hope of the Honanese is that in time they will be able to protect themselves from the extortions of the military. From a Wahhsien Chinese, we have had some facts reported. In the Huaihsien district alone, there are over 40,000 Red Spears and during the past two months they have flourished greatly. In the month of October, it will be remembered, they fought with the Moslems of whom there are some 15,000 families, and, fearing a return attack, they have added men and arms to strengthen the Red Spear societies.

At first, the support of the People's Societies was purely voluntary, but now the villages are taxed for arms and equipment, and, consequently, a double burden rests upon the people, one imposed by the military in taxes, and the other by the societies opposing the military. The taxes now are collected up to the 22nd year of the Republic. Besides this the billeting and entertaining of soldiers means a monthly tax of at least one dollar out of every ten dollars earned. Our informant says that the Kuominchun, inclusive of the First, Second, and Third Armies, totals about 600,000 men. The main body is concentrated in Honan and the rest in the provinces of Shensi and Kansu.

Bandits and robber bands are operating everywhere with ever-increasing boldness. The oppression and the poverty of the people tends to add more and more to these bands as the winter comes on. Several villages have suffered very severely and the people are living in constant terror. A fairly good harvest was reaped last summer and autumn, but the people are clothed in rags and are eating black cereals. Business is at a standstill.

Honan in times of peace is busy with dusty trade routes and commercial fairs. It is very thickly populated and a large part of the population must make money other than on the land. Hence, in times of war, as for many years, and especially in the last nine months, even mail cannot get through sometimes for months, while the parcel post and money orders are things of the past. From 12 to 18 per cent. is asked to remit money and then there is no guarantee whatever that it will be safely transmitted.

Towns Deserted.

A recent refugee from North Honan described some parts, for example, between Weihsien and Changtze, as barren waste, with towns and villages deserted. This section has been fought over by contending armies four times within the last two months. Great numbers of refugees have left Honan and are trying to winter in Chihli and Manchuria. Cotton factories, egg factories, flour mills, and mines long have ceased operations. Those who lived near the Kinshan and Lungshai Railways and did business or worked at the stations have had to seek elsewhere for a living. The military so utilize the railways for their own movements that there is no normal traffic. No one dares to live near the stations else they are required to carry burdens for the soldiers.

U.S.S. SARATOGA.

BEGINS HER MAIDEN VOYAGE.

Philadelphia, Jan. 6.

The giant air-craft-carrier, U.S.S. Saratoga, which has been built at a cost of over \$40,000,000, began her maiden voyage to the West Coast to join the Pacific Fleet.

It required seven tugs to pull the Saratoga, which is 883 feet long, into the Delaware Channel from the Navy Yard, and it demanded a display of expert navigation.

Including airmen, her officers and crew will exceed 2,000 and her Captain is one of the few senior officers in the United States' navy who is entitled to wear pilot's wings.

Although there has been no official indication, some of the officers are wondering whether the Saratoga might stop off Nicaragua in the event of a serious situation developing.—Reuter's American Service.

U.S. SECURES FIVE-YEAR CONTRACT.

New York, Jan. 6.

The Petroleum Export Association has contracted for five years to furnish the whole of Spain's requirements of crude oil and at least 25 per cent. of refined products.—Reuter.

MR. LLOYD GEORGE IN BRAZIL.

HIS HOLIDAY TRIP.

London, Jan. 6.

Mr. Lloyd George (Liberal leader), accompanied by Dame Margaret Lloyd George and other members of his family, has arrived at Rio de Janeiro.—British Wireless.

SMALL HUNGHOM FIRE.

PROMPT WORK BY BRIGADE.

Prompt work by the Kowloon Fire Brigade averted the possibility of a big blaze in Hunghom this morning. Just before nine o'clock some ratten ware stored on the front verandah of a house in Wuhu Street took fire and threatened to involve the whole building.

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UNUSUAL SINGAPORE INCIDENT.

SOLDIERS HOLD UP MOTOR CAR.

LADY TWICE HIT.

A serious incident of a type which fortunately has previously been unknown in Singapore, occurred in Anson Road in the early hours of December 27th.

A car containing two European ladies, their husbands, and a child, and driven by a syce, was going down Anson Road at one a.m. when they heard shouts to halt near the Sailors' Home.

They stopped the car, and, according to reports of the incident, they were set upon by five soldiers, privates of the 2nd Bn. Duke of Wellington's Regiment. The men had their belts, with heavy metal buckles at the ends, in their hands. Blows were rained on the car, it is alleged, and one European lady was struck twice, once on the arm and a second time on the side. The syce is also said to have been struck.

When the car pulled up there was another car in front, and it appeared that this had been treated in a similar manner by the soldiers, who are alleged to have acted in an extremely rough and abusive manner.

Fortunately a third car containing Inspector Wightman and Probationary Inspector Trevin, of the Singapore Police, came on the scene almost immediately. They dealt with the situation very effectively, and the men were taken to the Telok Ayer Police station and afterwards, handed over to a military escort.

On inquiry at military headquarters the Straits Times was informed that the matter was being investigated by the Commanding Officer of the 2nd Bn. Duke of Wellington's Regiment, and the men would be dealt with by the military authorities.

No serious damage was done, but the sudden rush at the car at that hour of the night was obviously a most alarming experience, and one of the ladies was taken to the General Hospital in a state of collapse and treated there.

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"LA BOHEME."

THE RETURN OF A FAMOUS FILM.

Music-lovers as well as picture-goers will be interested to learn from a special advertisement in this issue that "La Boheme" will be screened again at the Queen's Theatre on Tuesday and Wednesday of next week. Based on the story which inspired the famous opera, the picture presents Lillian Gish the heroine of "The Birth of a Nation," and other famous plays in the role of "Mimi," tragic wife of the Paris Latin Quarter, whose story is known and loved by millions. A notable cast is seen in the new production, which King Vidor, director of "The Big Parade," produced. John Gilbert is the romantic poet, Rodolphe, and Renee Adoree plays the vivacious Musetta. Roy D'Arcy, Edward Everett Horton, Gino Corrado, Karl Dane, George Hassell, Frank Currier and other well known players are seen in supporting roles. Magnificent staging and an authentic reproduction of the old streets of the Paris Latin Quarter add quaint charm to this big production.

NEW C.P.R. LINERS.

"DUCHESS OF BEDFORD" TO BE LAUNCHED.

London, Jan. 6.

One of the four 20,000 tons passenger liners being built on the Clyde for the Canadian Pacific Railway will be launched on 24th January from the yards of Messrs. John Brown and Company, and will be christened "Duchess of Bedford" by Mrs. Baldwin, wife of the Premier.—British Wireless.

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Wm. POWELL, Ltd.

Telephone C. 4578.

OUR

WINTER SALE

IN ALL DEPARTMENTS

STARTS ON MONDAY

For full particulars

Page 6 of this issue.

BRUNSWICK LIGHT-RAY RECORDS

come and hear them at

BRUNSWICK HOUSE

17, Ice House Street.

THE RETURN OF A FAMOUS FILM!

THE FILM HIT OF YEARS!

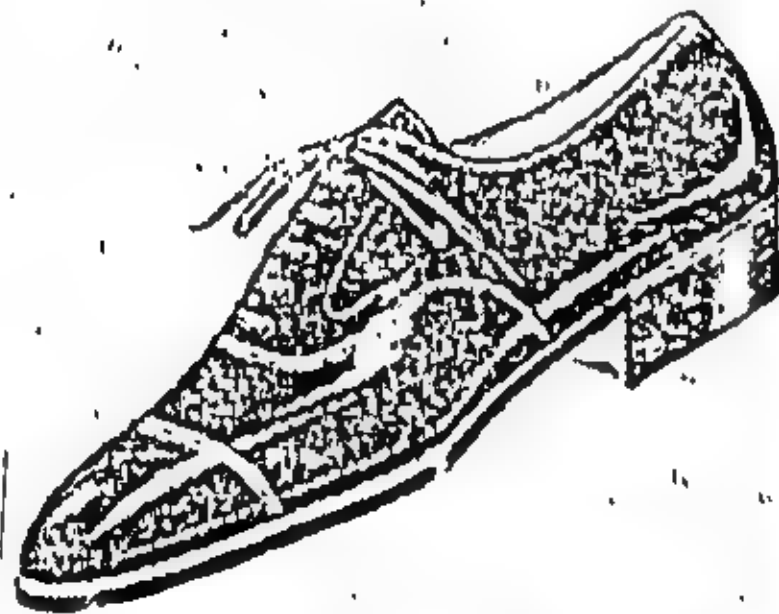


NEAT DRESSY PATENT SHOES

FOR
MEN

A DISTINGUISHED SHOE
FROM A FAMOUS MAKER
WITH QUALITY IN EVERY
INCH OF LEATHER.

Style no 3664 A.
Finest quality
Patent Leather
\$20.00 Pair.



Lane, Crawford, Ltd.
MEN'S FOOTWEAR STYLISTS.

LAWN TENNIS.

UNITED SERVICES R. C. ANNUAL TOURNAMENT.

The draw for the handicap events in connection with the United Services Recreation Club's annual tennis tournament has been made and is posted in the Club house. The second round of the open events must be completed by Friday, January 13, and for the handicap events by Friday, January 20.

The following is the draw for the handicap events:

Mixed Doubles Handicap.

Byes: Capt. and Mrs. Doyle, Lt. Comdr. and Mrs. Chapple, Lt. Comdr. and Mrs. Macnair, Payr. Lt. Waters and Mrs. Remington, Major Lynch and Miss Wayne.

First round: Capt. Murphy and Mrs. T. Robinson v. Major Lucas and Mrs. Beamish; Mrs. and Mr. G. C. Grove v. Capt. Thomas and Mrs. Joll; Mrs. Miles and Lieut. Hale v. A. B. Raworth and Lady Stuart Taylor; Sub-Lt. Tyrwhitt and Miss Tyrwhitt v. Lt. Comdr. W. D. Brown and Miss M. J. Miles; Major Beamish and Lieut. Atkinson v. Lt. Comdr. Pears and Miss Mahony; Major and Mrs. W. B. Stevenson v. Mrs. Lindell and T. F. Claxton.

Byes: Mrs. Lynch and Major Beamish; Sur. Lt. Comdr. Grahame and Miss Luard; Mrs. Scovill and Capt. H. L. Graham; Mrs. Grimble and Mr. E. Grimble v. Mrs. Claridge and Lieut. Gordon-Duff.

Men's Doubles Handicap.

First round: Capt. A. Whitworth and Rev. G. H. Hewitt v. Lt. Comdr. Brown and Payr. Lt. Cdr. Trust; E. S. C. Brooks and Dr. Newton v. Lt. Comdr. Fleet and Sub-Lt. Tyrwhitt; Lt. Cdr. de Winton and Lieut. Hardcastle v. Capt. Tyrwhitt and Capt. M. J. Miles; Major Beamish and Major Lynch v. Lieut. Lipscomb and Lieut. Gordon-Duff; Lieut. Keene and Payr. Lieut. Waters v. T. F. Claxton and Lt. Col. Cardew; A. B. Raworth and Lieut. Hunt v. Lt. Comdr. Macnair and Capt. Macnair; Capt. Murphy and Capt. Howard v. Lieut. Hale and Lieut. Healing.

Byes: Lieut. St. Quinton and Lieut. C. T. Collett.

Men's Singles Handicap.

Byes: Capt. C. L. Tyringham, Capt. J. M. Hunt, H. R. Remington, Lieut. Myers.

First round: Capt. J. M. Murphy v. G. C. Grove; Lieut. St. Quinton v. Payr. Lieut. Waters; Lt. Comdr. Macnair v. Lieut. Gordon-Duff; Sub-Lt. Tyrwhitt v. Major Cox; Major J. P. Lynch v. Payr. Comdr. F. C. Pidecock; Lt. Comdr. Crosbie v. Capt. Macnair; Lieut. Keene v. Major W. G. H. Miles.

Byes: Lieut. Graham; Sub-Lt. London; Lt. Comdr. de Winton; Lieut. J. Henning; Lieut. Hardcastle.

Ladies Doubles Handicap.

Byes: Lady Stuart Taylor and Mrs. Lindell; Mrs. Miles and Mrs. Claridge.

First round: Mrs. Russell-Brown and Miss Luard v. Miss Tyrwhitt and Mrs. Remington; Mrs. Lynch and Miss Wayne v. Mrs. Tottenham and Mrs. E. Grimble; Mrs. W. Hall and Mrs. Joll v. Mrs. Wodehouse and Mrs. Ross; Mrs. Grigor and Miss Baker v. Mrs. Doyle and Mrs. Robinson.

Byes: Mrs. Thorp and Mrs. Scovill; Mrs. Jeffries and Miss Wentworth.

Ladies Singles Handicap.

Byes: Mrs. Casswell, Mrs. Joll; Mrs. M. Hall.

First round: Mrs. F. H. Scovill v. Mrs. Thorp; Miss Tyrwhitt v. Mrs. Doyle.

Byes: Mrs. Robinson; Miss Luard; Mrs. Grigor.

HOCKEY.

FIRST SIM SHIELD MATCH YESTERDAY.

The Royal Air Force hockey eleven, who made their initial appearance in the Sim Shield Competitions yesterday, failed badly against a Navy combination, who won easily by six goals to one.

The Navy who are the holders of the Shield for the last two years, were superior to their opponents in every department. Their combination was much better, while their defence is one of the best in the Colony. Seldom were the Air Force really dangerous, although on a few occasions they had reached within shooting distance of the Navy goal.

Shortly after the start the Navy scored two goals in quick succession, their first being a lucky point scored in a scramble in front of the R. A. F. goal. Before the interval two further goals were added to their lead.

On resuming the Royal Air Force made a sudden rush towards the Navy goal and shooting from just inside the goal area, Dale sent in a beautiful shot which the Navy custodian failed to stop.

Before the final whistle the Navy scored two more goals, giving them a 6-1 victory.

The next match will be played on Wednesday when the Army meet the Club.

LOCAL HOCKEY.

Y.M.C.A. v. R.A.F.

The following will represent the Y.M.C.A. 1st XI against the R.A.F. at King's Park Ground on Monday next, at 5 p.m.—W. Lockhart Smith, J. Gardner, A. J. Ashby; A. J. May, Rev. J. P. Murray, W. Greenhalgh, F. Munn, A. A. Dand, F. Wheeler, B. W. Sampson and R. Murray.

AERIAL GIANT.

WONDER OF BRITAIN'S NEW AIRSHIP.

Some particulars are now available of the huge airship which is being built for the Air Ministry and is nearing completion in the vast hangar at Howden Airship Station, Yorkshire.

Yesterday I saw the wonders of this new air giant, says a Home correspondent. From a lofty perch at the apex of the 145 feet, high shed, the skeleton of the big ship presented an amazing spectacle, entirely filling the mammoth shed and looking the embodiment of grace. This new flying ship is the largest and most powerful air vessel ever constructed, being nearly twice the size of any Zeppelin yet built.

The most wonderful part of this air monster is perhaps the arrangement made for accommodating the passengers and crew. Just forward of the centre of the framework a complete hotel has been built into the ship. This wonder of the flying world is four storeys high. On what may be called the ground floor, which projects slightly below the keel of the ship, will be the control and navigating rooms, while the second floor will be reserved for the crew, accommodation being provided for fifty men.

100 Passengers.

The two top floors have been equipped on a lavish scale to provide living accommodation and amusement for 100 passengers.

On the third floor is a dining-room for fifty people, which, when cleared provides a smooth dancing floor.

Kitchens and two and four bunk berths are also to be found on this floor, while on either side is a long broad veranda. All the hundred passengers can be accommodated on these verandas, which are quite weatherproof, the whole of the sides of the airship opposite these verandas being covered in glass to allow an open view of the country over which the ship is flying.

The entire passenger quarters will be lighted by electricity, and electric radiators and fans will keep them at an equable temperature.

Four thousand two hundred horse-power is required to drive the ship, and this is provided by six of the new 700 h.p. Rolls-Royce Condor engines. The cruising speed is calculated at 75 m.p.h., with a top speed of 83 m.p.h. It is hoped that the ship will be completed, even to being filled with gas, by next April.

"The airship will cost all told £450,000, and on this cost basis the passenger fare for a Transatlantic flight, would be £100. This compares favourably with £125 charged by some ocean liners, and, in addition, the journey from London to New York would be made in 48 hours."

SPORTS ITEMS.

ENGLAND'S SIDE AGAINST WARATAHS.

London, Dec. 28. The following fifteen have been chosen to represent England in the match against New South Wales on January 7th at Twickenham:

Sellar; Taylor, Arvold, Richardson, Devitt, Laird, Young; Stanbury, Coulson, Periton, Stark, Tucker, Cove-Smith.

Motorcycle Trial Abandoned.

London, Dec. 28. The London Exeter motorcycle trial race was abandoned owing to the weather.

Ted Moore Beaten.

London, Dec. 28. Leone Jacovacci beat Ted Moore on points at Milan.

The match was stopped for two minutes and a half for a medical examination of Moore who alleged he had been struck a foul blow.

The Corinthians' Tour.

London, Dec. 28. Queen's Park, Glasgow, beat the Corinthians by one goal to nil.

The Health bulletin of Eastern Ports, for last week, issued by the Principal Civil Medical Officer, contains the following cases, the figures in parenthesis indicating deaths: Plague: Alexandria (1); Basra (13); Bombay (1); Rangoon (3); Macassar 1 (1); Chongera; Calcutta (34); Negapatnam (1); Rangoon (1); Singapore 12 (3); Bangkok 8 (1); Small-pox: Basrah 2 (1); Bombay 4; Calcutta 17 (17); Rangoon 28 (13); Pondicherry 1 (1); Belawan Deli 1; Rangoon 1; Saigon 1 and Sourabaya 1.

CANTON RELIEF FUNDS.

MALAYA CHINESE TO ASSIST.

On the 20th December, the Singapore Chinese Chamber of Commerce received a telegram from the Chamber of Commerce, Canton, to the effect that, as a result of the disturbances and the robberies of the Communist force in Canton, distress has come upon the inhabitants of the city. As soon as the withdrawal of the force set in, public tranquillity and the process of rendering help to the sufferers has to be taken up as early as possible. For this purpose a relief association under the auspices of the Chamber of Commerce and other public societies of Canton has been established, and the association gratefully requests the substantial assistance of Chinese in Malaya.

A similar letter from the Canton Chamber of Commerce received by the Chamber on December 21st added that an appropriation of \$30,000 had been made from the State Treasury for relief purposes. The Chinese Consul-General at Singapore also addressed the Chamber that immediate action in respect of raising funds should be taken and remittances could be made direct to the Chamber itself.

The statements are now widely circulated amongst Chinese circles, and Mr. Aw Boon Haw, the Proprietor of Messrs. Eng An Tong has kindly subscribed \$3,000. This sum was sent to the Chinese Chamber of Commerce, Hongkong, to be directed to the Association.

A committee meeting of all members was held at the Singapore Chinese Chamber of Commerce on Thursday afternoon, December 22, in connexion with this matter. An announcement of an appeal for funds is likely to be shortly issued.

A motor car collision occurred yesterday at 6.35 p.m. outside the Hongkong Hotel. Car No. 2035 was proceeding up Pedder Street from Des Voeux Road to Queen's Road and when just opposite Mac's Cafeteria, public car No. 1, left the car stand and ran into car No. 2035, a seven seater Studebaker. Both cars were damaged, the Studebaker having its front bumper bent whilst car No. 1 had its left fender almost torn off.

The following forthcoming weddings are announced. Mr. R. A. Pereira, teacher, St. Joseph's College, to Miss M. Rosario, 12 Austin Avenue, Kowloon. Mr. J. M. V. Ribeiro, widower, mercantile assistant, 50 Morrison Hill Road, to Miss M. Tse, 32 Queen's Road East.

CRADLE DIPLOMATS.

PROBING THE COMPLEXES OF THE BABY.

Vienna, the home of Professor Freud and psycho-analysis, has just carefully analysed the complex of babies from birth to two years of age—on the film.

Mothers hold the scientists who have carried out this work, know all to little of the mental and psychological processes of the baby. Much unnecessary mental suffering results for the child, especially for the first baby, which may affect his whole character disadvantageously.

It is not possible to send expectant mothers to a school where they may study the baby at all ages so at the end of long-continued observation at the Vienna Municipal Baby Home, a film (says a Daily Express correspondent) has now been completed and "released" for the instruction of those who will shortly be called upon to mould consciously or unconsciously another human being in his or her most plastic period.

The pictures have been taken under the supervision of a prominent woman psycho-analyst, Professor Hildegard Hetzer, of the Psychological Institute of Vienna University.

Baby's Understanding.

Chapter I shows "First reactions of baby's psychic." A child of one hour displays dislike of shrill whistling in his immediate neighbourhood. At three weeks old he is indifferent to toys, and shows no emotion when given or deprived of one, but at three months the sudden removal of a toy is greeted with loud howls of protest.

Chapter II, somewhat ponderously entitled "Social attitude of baby," shows that a three-month-old Viennese laughs happily at the sound of the human voice, whether he is praised or scolded. A month later, however, an angry face and scolding voice alarm the child—he can already see danger ahead and has learned to understand a threat. A two-month-old cannot recognise another baby as a fellow human but when one is placed in his grade he examines the limbs of the unfortunate new-comer with the inquisitive callousness of a butcher testing the fitness of a calf.

The Possessive Instinct.

At five months he has become a social being. When another baby is put in his bed he recognises the new companion as a living person like himself, introduces himself with smiles and gurgles and ceremonial friendly producing of pink flesh and elementary form of the handshake of later years. Rivalry and possessive instincts first develop when the age of twelve

months is reached, and the communism of earliest days is left behind. The embryo capitalist will not give up a toy brick indifferently to his fellow, but defends his property with his fist. A month later he has learnt the important lesson of compromise, without which he could never live in civilised society. The budding diplomat still fights for his brick, but rather than encourage the spirit of revenge, or create a puerile Alsace-Lorraine in the nursery, he prefers a rattle as compensation to the vanquished opponent.

The next film chapter shows how the child acquires control over his own body and limbs. The newborn cannot even hold up his own head, but at two months he has begun to look the world in the face, though only when lying on his "tummy."

Self-Defence.

Baby slowly learns self-defence. Put a cloth over his face when he is two months old, and he is helpless, though frightened and angry. He can only clench his fists and scream for help. Slowly he learns to use his own hands to remove the obstacle, until at 10 months, sure of himself and proud at his success in overcoming obstacles, he will replace the cloth over his face in order again to display his prowess in removing it.

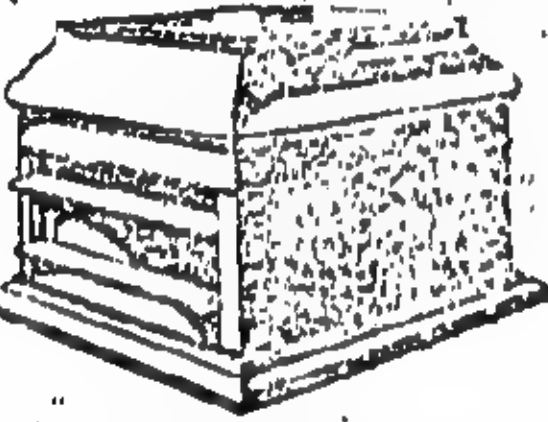
Children of three months clasp toys clumsily to their bodies with both hands, but at four months some control of the fingers is possible—toys are held with assurance in one hand, and are played with. One section of the film is devoted to watching the child playing at different periods of his life.

The final chapter deals with the imitative faculty. A child of one year, who is given a drum and drumsticks, has no idea what to do with it, and is quite incapable of finding out if left to himself. Yet bent the drum with the drumsticks and he will immediately copy you and thoroughly enjoy the performance.

Paris—A story is told in the Paris Soir concerning an incident which happened during a recent motor tour in France of Mr. Compton Wood, M.P., for the Bridgewater Division, when Mr. Wood's car struck a cow straying on the road. Mr. Wood was in the neighbourhood of Nevers, and was negotiating a sharp bend in the road when he collided with the animal, killing it instantly. He was busily repairing a twisted mudguard when a peasant came up and roundly condemned what he considered was carelessness on the part of the motorist. Mr. Wood mollified him by compensating him for the loss of the animal, and the peasant then handed back some of the money he had been given, saying: "I can still sell the cow to a butcher."

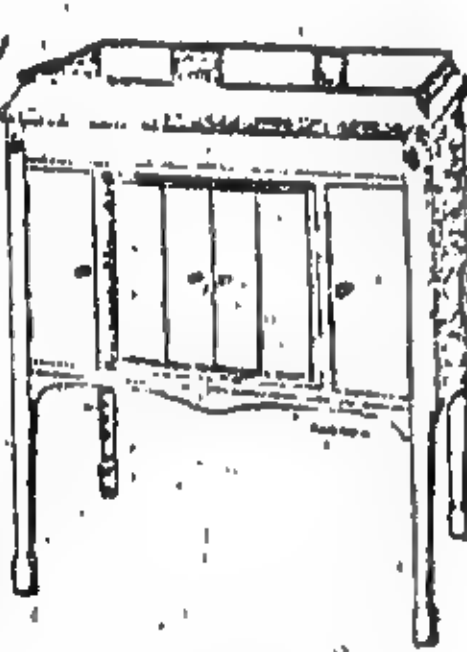
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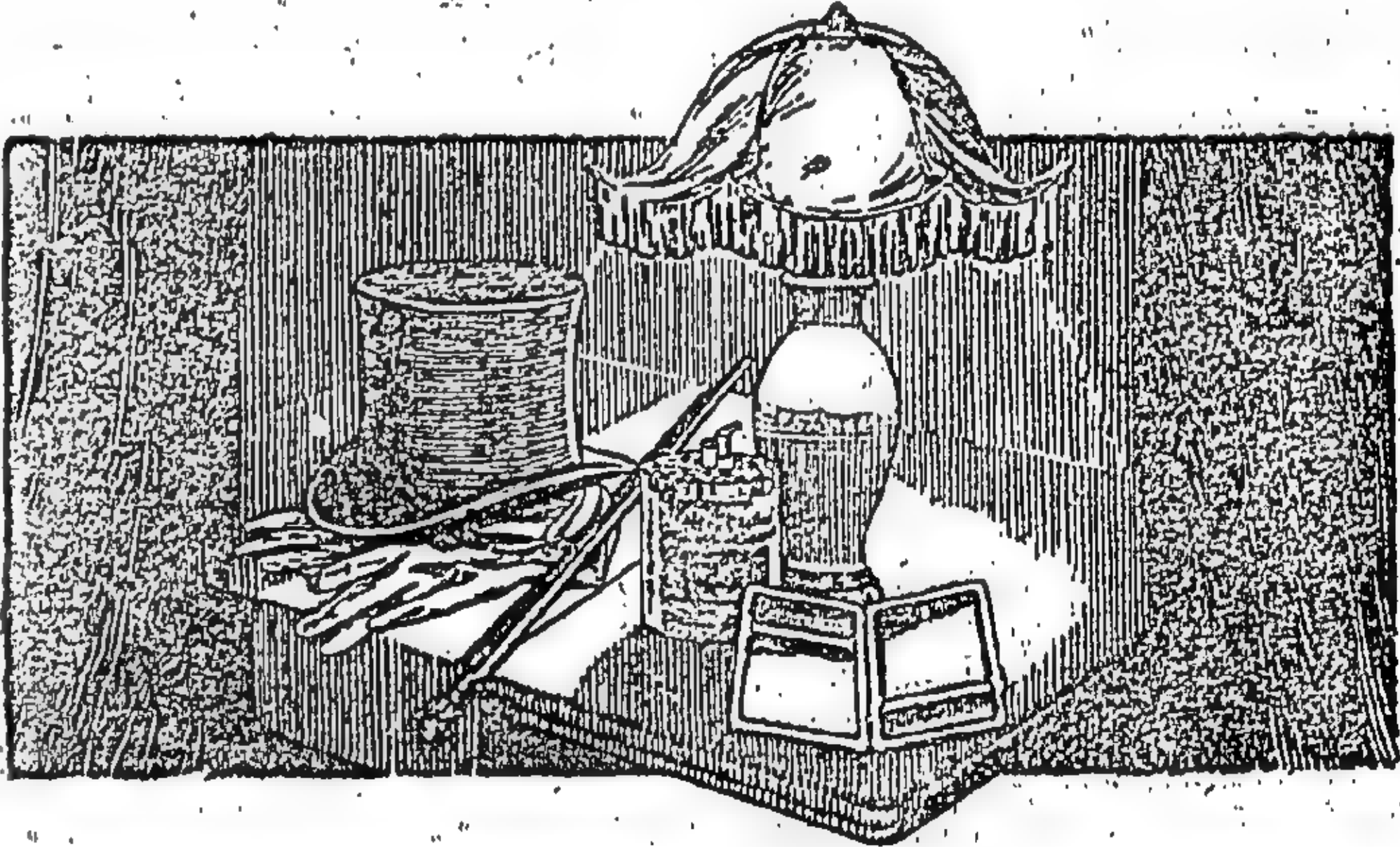


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 "MONTROSE" 20th Feb. ... Genoa, Havre, Liverpool & Glasgow
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 Pres. Wilson ... Sun. Jan. 20, 8 a.m. ... Pres. Folk ... Sun. Mar. 11, 8 a.m.
 Pres. V. Baron ... Sun. Feb. 12, 8 a.m. ... Pres. Adams ... Sun. Mar. 25, 8 a.m.

To MANILA
 Pres. Grant ... Jan. 10th, 6 p.m. ... Pres. Cleveland Jan. 23rd, 6 p.m.
 Pres. Monroe ... Jan. 15th, 8 a.m. ... Pres. Wilson ... Jan. 29th, 8 a.m.
 Pres. Lincoln ... Jan. 17th, 6 p.m. ... Pres. Madison ... Jan. 31st, 6 p.m.

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Dollar Steamship Line
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ARMS TRAFFIC.

CHINESE SENTENCED FOR POSSESSION.

Before Mr. W. Schofield and Major C. Willson at the Kowloon Magistracy yesterday afternoon, Li Chung-sing was charged with being in unlawful possession of four Luger pistols, and two automatic pistols together with 1,500 rounds of ammunition. Mr. A. E. Hall appeared for the defendant.

In pleading guilty Mr. Hall said that the defendant was a passenger on board the Empress of Asia from Vancouver. There was no doubt that he was a bona fide traveller on his way to his country, Yan Ping, which was in the Sun Tak district on the West River. He was awaiting a boat to his country when arrested on board the ship. He admitted frankly that the arms and ammunition belonged to him. They were for his own use in the country, and were not for use in Hongkong.

Under these circumstances Mr. Hall asked for leniency. Sub Inspector Doring said that the arms were found concealed in the false bottoms of two baskets and a large tin. One revolver was found wrapped in some clothing in a trunk. The arrest was made during a search on December 20. The defendant made no mention that he had any contraband goods in his possession but after the discovery of some of the arms in the false bottom of the tin, he admitted that there were others in the baskets.

No Excuse.

There was no excuse, continued Sub Inspector Doring, for the defendant not declaring the arms and ammunition. There were notices posted in various parts of the ship informing passengers to hand arms and ammunition over to the captain. These notifications were printed in both English and Chinese.

Sub Inspector Doring informed the Court that no action would be taken against a man declaring arms and ammunition. The contraband would be taken possession of by the Police but on application to the Captain Superintendent of Police, the owner might be given a permit according to the circumstances of the case. He would not be prosecuted in Court in any event.

Asked if the defendant would have been able to obtain a permit in the present case, Sub Inspector Doring said that he would not as he had too many weapons. If he had only one firearm he would probably be given a permit. It was possible, however, for the defendant to have obtained a permit for one of the weapons if he had applied.

Mr. Hall pointed out, to the Bench that to the layman the notice on board the ships were rather misleading. They forbade the importation into the Colony of arms without a permit but a man like the defendant would be likely to think that it would not be necessary to obtain a permit when the arms were not intended for Hongkong.

Mr. Schofield: Of course that might be quite sound if he did not have the false bottoms.

Mr. Hall replied that the arms had been concealed to deceive the authorities at Canton and not in Hongkong.

The defendant was sentenced to one year's hard labour.

Second Case.

A second case was mentioned in which Kwong Kun-sui was charged with possession of two Luger pistols and one revolver on the s.s. Chenonceaux on December 21.

Mr. D. McCallum defended and pleaded guilty. The defendant, said Mr. McCallum, was the owner of a junk which was lying alongside the wharf opposite to a French boat which had arrived that day. He went on board presumably to look for work. He was given these arms to take ashore.

He put them inside his coat and any one touching the revolvers would at once know what they were. He was searched on the gangway and he tried to explain where he had got them. He walked down to the wharf and the watchman followed and searched him.

He was given every facility to find the man who had given him the arms but he failed to locate the owner.

Mr. McCallum spoke of the ignorance and foolishness of the boat people whose knowledge of the laws of the land was dependant on the traditional knowledge handed down to them by their predecessors. A notice or newspaper would convey no significance to them regarding the law. Mr. McCallum added that the defendant had merely taken the revolvers for a consideration.

Sub Inspector Doring said that the defendant was seen approaching the forward gangway of the s.s. Chenonceaux on the morning of December 21. An Indian guard at the top of the gangway tried to stop the man but he dodged under his arms.

Mr. McCallum rose and objected to the statement made by the Inspector as it was not evidence and Sub Inspector Doring had not been there at the time.

Continuing Sub Inspector Doring said that the defendant reached the wharf and was chased by the guard.

Mr. McCallum again objected to what was said by the Inspector.

Sub Inspector Doring addressing the Bench then said that it was no use him outlining the case, if everything he said was going to be objected to.

Asked where the arms were found, Sub Inspector Doring replied that the defendant was stopped and two of the weapons were found in his girdle. The third was found in his hand, the defendant having taken it out before he was arrested.

In reply to a further question, it was stated that none of the arms was loaded.

The defendant took the Inspector to look for the man who had given him the arms but without success. He told the police that he was to have been paid \$5 for each weapon.

The defendant was sentenced to three years' hard labour.

CONSIGNEES' NOTICE.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

The Steamship,

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The above vessel, having arrived from Norway via ports on 5th January consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the China Provident Loan and Mortgage Co., Ltd., West Point, whence delivery may be obtained. Goods not cleared by the 12th January will be subject to rent.

All broken, chafed and damaged packages are to be left in the godown where they will be examined on the 11th January at 10 a.m.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case, before the goods are taken delivery of.

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No fire insurance will be effected by us in any case whatever.

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Hongkong, January 5, 1928.

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 Maynard & Co., 10% Final, making 10%.
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 Taiping, 5% 2nd Interim.

A TEST CALL.

POLICE EFFICIENCY TRIED OUT YESTERDAY.

Over a thousand men responded to a test call made yesterday afternoon at Police Headquarters by the Captain Superintendent of Police. The call was made at about 3 o'clock and within a few minutes the extensive parade ground was filled with European, Indian and Chinese Police of all ranks.

The assembled guardians of public order were addressed by the C.S.P. and complimented on their rapid turn out.

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 "CITY OF DUNKIRK" ... via Suez Canal ... 20th April.

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The jewels included pearl necklaces valued at £165,000, an emerald necklace valued at £30,000, and diamond bracelets and brooches at £10,000, each, a diamond ring at £20,000, and a pair of diamond pearl ear-rings at £30,000.

Many of the jewels have historic associations, some were worn by the late Empress of Austria. The Russian Crown jewels did not appear owing to the presence of members of the Tsarist Court. London firms lending the jewellery, paid insurance equivalent to £200 a minute. Numerous detectives were present, and every light switch was guarded. Dresses ranged from clinging velvety materials to gold and silver brocades.

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DEVANHA	8,155	21st Jan.	M'ses, L'don, A'werp & Hull
MALWA	10,985	4th Feb.	Marseilles & London
KHYBER	9,114	18th Feb.	M'ses, L'don, A'werp & Hull
NELLORE	6,853	25th Feb.	Marseilles & London
MACEDONIA	11,120	3rd Mar.	Marseilles & London
KHIVA	9,135	10th Mar.	M'ses, L'don, A'werp & Hull
KASHMIR	8,985	17th Mar.	M'ses, L'don, A'werp & Hull
KARMALA	9,128	24th Mar.	Marseilles & London
MANTUA	10,946	31st Mar.	Marseilles & London
KALYAN	9,144	7th Apr.	M'ses, L'don, A'werp & Hull
MONGOLIA	16,504	14th Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
KASHGAR	9,005	12th May	Marseilles & London
MALWA	10,985	26th May	Marseilles & London
DEVANHA	8,155	9th June	Marseilles & London

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SANTHA	7,754	29th Jan.	S'pore, Penang & Calcutta
TAKADA	6,949	12th Feb.	S'pore, Penang & Calcutta

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NELLORE	6,853	13th Jan.	S'hai, Moji, Kobe & Yoko
TAKADA	6,949	21st Jan.	Moji, Kobe & Osaka
KHYBER	9,114	21st Jan.	S'hai, Moji, Kobe & Yoko
KHIVA	9,135	3rd Feb.	Shanghai, Moji, Kobe & Yoko
MACEDONIA	11,120	4th Feb.	S'hai, Moji, Kobe & Yoko
TANDA	6,656	7th Feb.	Moji, Kobe, Osaka & Yoko
MARMALA	9,128	11th Feb.	S'hai, Moji, Kobe & Yoko
NAGPORE	5,283	17th Feb.	S'hai, Moji, Kobe & Yoko
KASHMIR	8,985	18th Feb.	S'hai, Moji, Kobe & Yoko
KALYAN	9,144	13th Feb.	Shanghai, Moji, Kobe & Yoko
MANTUA	10,946	2nd Mar.	S'hai, Moji, Kobe & Yoko
ST. ALBANS	4,800	6th Mar.	Moji, Kobe, Osaka & Yoko
ILAHORE	5,252	12th Mar.	S'hai, Moji, Kobe & Yoko
MONGOLIA	16,504	17th Mar.	S'hai, Moji, Kobe & Yoko
MOREA	10,953	30th Mar.	S'hai, Moji, Kobe & Yoko
KASHGAR	9,005	13th Apr.	S'hai, Moji, Kobe & Yoko
MALWA	10,985	27th Apr.	S'hai, Moji, Kobe & Yoko
DEVANHA	8,155	11th May	S'hai, Moji, Kobe & Yoko
MACEDONIA	11,120	25th May	S'hai, Moji, Kobe & Yoko

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Destination	Steamers	Sailings
TO TSINGTAU VIA SWATOW & SHANGHAI	Chakong Kwaisang Mopsang Hangsang Yatsing Cheongshing Namsang	Sun. 8th Jan at 7 a.m. Wed. 11th Jan at 7 a.m. Sun. 15th Jan at 7 a.m. Wed. 18th Jan at 7 a.m. Wed. 25th Jan at 7 a.m. Tues. 10th Jan at 5 p.m. Tues. 10th Jan at 7 a.m.
TO TIENTSIN	Cheongshing	Tues. 10th Jan at 5 p.m.
TO OSAKA VIA AMOY, SHANGHAI, MOJI & KOBE	Kutsang	Mon. 16th Jan at 7 a.m.
TO OSAKA VIA AMOY, MOJI & KOBE	Laisang	Wed. 25th Jan at 7 a.m.
TO CANTON	Cheongshing Hopsang	Satur. 7th Jan at 5 a.m. Tues. 10th Jan at 7 a.m.
TO STRAITS & CALCUTTA	Hopsang	Tues. 10th Jan at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Satur. 7th Jan at 11 a.m. Wed. 25th Jan at 3 p.m.

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AUSTRALIAN-ORIENTAL LINE, LTD.**"Changte" & "Taiping."**

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HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails Hongkong on or about
TAIPING	7th January	14th January
CHANGTE	7th February	14th February
TAIPING	9th March	16th March
CHANGTE	6th April	13th April

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SEAMEN'S UNION.

TO BE FORMED LOCALLY
NEXT MONTH.

At yesterday's meeting of the Chinese Chamber of Commerce it was announced by the Chairman, Mr. Li Yau-tsun, that a seaman's union was being formed locally to protect the rights of Chinese seafarers.

It was pointed out that the new union had nothing to do with the Union which was proscribed by the Government some time ago but that it was purely a protective organization for the workers.

The object of the union would be to prevent seafarers from being victimized by unscrupulous people. The necessary sanction of the local Government had been obtained, said the Chairman, and it was decided that the Chinese Chamber of Commerce in conjunction with the Tung Wah Hospital authorities should look after the funds of the new union and that both institutions should appoint two members, who would jointly be in charge of the funds.

The Chairman added that respectable members of the community with knowledge of shipping conditions in Hongkong would be appointed. It was indicated that the Union would come into existence a few days after the Chinese New Year.

ITALIAN FINANCES.

NEW RULING ON FOREIGN LOANS.

Rome, Jan. 6.
Italy's return to the gold standard has been followed by a decree requiring all public, social and commercial institutions to obtain Government authority before negotiating loans abroad. Such authority is not necessary for ordinary operations of discounting bills of exchange, opening banking credits, or granting delayed payments for purchase goods as long as the latter operations are concluded within a year.

Only loans for productive objects in the general interest, or to increase exports or develop production within the kingdom of products which would otherwise be imported will be authorised.—Reuter.

CAPITAL AND LABOUR.

CO-PARTNERSHIP MAY BE CONSIDERED.

London, Jan. 6.
Mr. Citrine, Secretary of the Trades Union Congress, referred yesterday to the coming national conference between employers and employees. He said that the group of employers who had called the conference had taken a courageous step. At the conference they would consider various facts in relation to the position of British industry. He conceived it probable that in endeavouring to adjust relations between employers and workers, co-partnership would be subjected to a very careful study.—British Wireless.

BERLIN EXPLOSION.

EIGHT BODIES RECOVERED.

Berlin, Jan. 6.
Eighteen bodies have, up to the present, been removed from the ruins of the house in which the explosion took place on Wednesday. Seven persons are still missing. The disaster was the worst that has taken place in Berlin for many years.—Reuter.

TO SAVE OXFORD.

£250,000 NEEDED BY THE TRUST.

It has been known for some time that the first effort of the newly founded trust for preserving the beauties of Oxford was being directed to the purchase of the fine open meadowland sloping to the Thames Valley from the central ridge of Bear's Hill.

Every lover of Oxford will rejoice to learn from the Vice-Chancellor's announcement that this first effort has succeeded, says a correspondent of the Observer. One of the best, perhaps the very best, view of Oxford's clustering towers and spires, never more beautiful than when they stand out in winter sunshine from the encircling mist, is gained from this slope, and it may be hoped that the first act of its new masters will be to remove the wood palings which for some twenty years past have blocked the view from passers-by along the road.

In another respect the Vice-Chancellor's letter is not so satisfactory. It reveals the fact that no very large donations have yet been made to the Oxford Preservation Trust. It admits that the purchase of this one site, for which £11,000 was required, has been made possible only by a loan, and that £5,000 is still needed to complete the transaction. But, of course, if the Trust is to achieve its purpose, if other sites no less essential to the preservation of Oxford's beauty are to be secured, such figures are almost insignificant.

The withholding of donations so far may well be due to ignorance as to the scope of the Trust's work. Thus, no specific sum was mentioned at its inauguration as a total to be aimed at. This neglect has now been remedied. The round figure of £250,000 is boldly, but not too boldly, set down as the probable ultimate cost of saving one of England's most noble treasures. It is surely to be expected, now that the scheme and sum are definite, that everyone who owes a direct personal debt to Oxford will do something to repay it, and that many others, not actual sons of Oxford, but knowing what she stands for and loving her beauty, will respond to the Vice-Chancellor's appeal.

AUTOBIOGRAPHY BY NOVEL.

A FINE STUDY BY SUDERMANN.

Berlin, Nov. 24.

Herr Sudermann, whose seventieth birthday was celebrated a few weeks ago, has decided upon a new form of biography as a climax to his career, a series of long novels, each one devoted to a certain period of his life. That of last year, "The Mad Professor," was concerned with an early period, when he was a student in Konigsberg, and portraits of the surroundings of that date were recognised by all his contemporaries who are still alive.

This year he has written in "The Wife of Steffen Tromholt" the story of a German hausfrau, wife to a famous painter, in whom the famous writer is clearly visible to his friends. No more moving total of a long suffering, sweet-tempered, sensitive, but none too brilliant, woman has ever been written by any man. As an intimate picture of home life, cooking, dinner parties, children's ailments and education, and a wife's suffer-

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

The Steamship
"MYRMIDON,"
From UNITED KINGDOM and
CONTINENTAL PORTS via
STRAITS.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 5th January.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th January will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 25th January or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 5th January, 1928.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, MIDDELSBRO',
ANTWERP, LONDON & STRAITS.

The Steamship
"RENARTY"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent. All claims against the steamer must be presented to the undersigned on or before the 24th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 10 a.m., by Messrs. Godard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
CHIB, LIVINGSTON & CO., LTD.,
Agents,
Hongkong, 3rd January, 1928.

ings from the faithlessness of a husband with the artistic temperament, nothing truer has been drawn in any German book, biography, or novel.

The hausfrau who put her duty before everything, who grew hopelessly fat and felt ashamed, but took no measures against it, who was universally loved and respected outside, and alternately found adorable and impossible by the man fated to live with her tried to leave home, in accordance with a pact in which the noble soul had concurred, but could not, is a wonderful contribution to modern German literature. It is written in loving retrospect, as though it were the most harmless tale for family reading; but Sudermann in his frankness about the perfect wife's husband, does not belie his old reputation as one of the leaders of the realists.

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Taiyo Maru (Calls Los Angeles) ... Tuesday, 10th Jan.

Tenyo Maru ... Sunday, 29th Jan.

LONDON via Singapore, Suez, Marseilles & Ports.

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Haruna Maru ... Saturday, 28th Jan.

SYDNEY & MELBOURNE via Manila & Ports.

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BOMBAY via Singapore, Penang & Colombo.

Awa Maru ... Wednesday, 11th Jan.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Ginjo Maru ... Sunday, 6th Feb.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kamakura Maru ... Friday, 20th Jan.

NEW YORK and/or BOSTON via PANAMA.

Tatsuno Maru ... Tuesday, 7th Feb.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

Durban Maru ... Tuesday, 10th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

Ceylon Maru ... Thursday, 19th Jan.

NAGASAKI, KOBE & YOKOHAMA.

Mishima Maru ... Friday, 20th Jan.

SHANGHAI, KOBE & YOKOHAMA.

Katori Maru ... Monday, 9th Jan.

Adon Maru ... Thursday, 12th Jan.

Kawachi Maru (Kobe Direct) ... Thursday, 12th Jan.

Morioka Maru ... Friday, 13th Jan.

Tajuma Maru ... Friday, 13th Jan.

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REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjisaroca	Batavia	In Port	7th Jan	Amoy, Shanghai & Keelung
Tjimanock	S'hai, K'lung	9th Jan	11th Jan	Batavia
Tjipanas	Java, M'ila	10th Jan	12th Jan	Swatow & Saigon
Tjitaroem	Java, M'ila	16th Jan	18th Jan	Amoy, N. China
Tjisalak	N. China	18th Jan	18th Jan	Batavia
Tjisondari	Batavia	19th Jan	21st Jan	Amoy, Shanghai & Keelung
Tjisaroca	S'hai, K'lung	23rd Jan	25th Jan	Batavia
Tjibodas	Java, M'ila	30th Jan	1st Feb	Amoy, N. China
Tjikembang	Batavia	2nd Feb	5th Feb	Amoy, Shanghai & Keelung
Tjisondari	S'hai, K'lung	6th Feb	8th Feb	Batavia

*Via Macassar
*Via Batavia
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia. For Freight and Passage apply to the
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8 A.M. and 2 P.M.
(Weekdays only).
FROM MACAO:
8 A.M. and 2 P.M.
(Weekdays only).

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On SUNDAY, the 8th January,
HONGKONG TO MACAO | MACAO TO HONGKONG

9.00 a.m. "SUI AN" | 3.30 p.m. "SUI AN"

RETURN SALOON PASSAGE FARE \$5.00.

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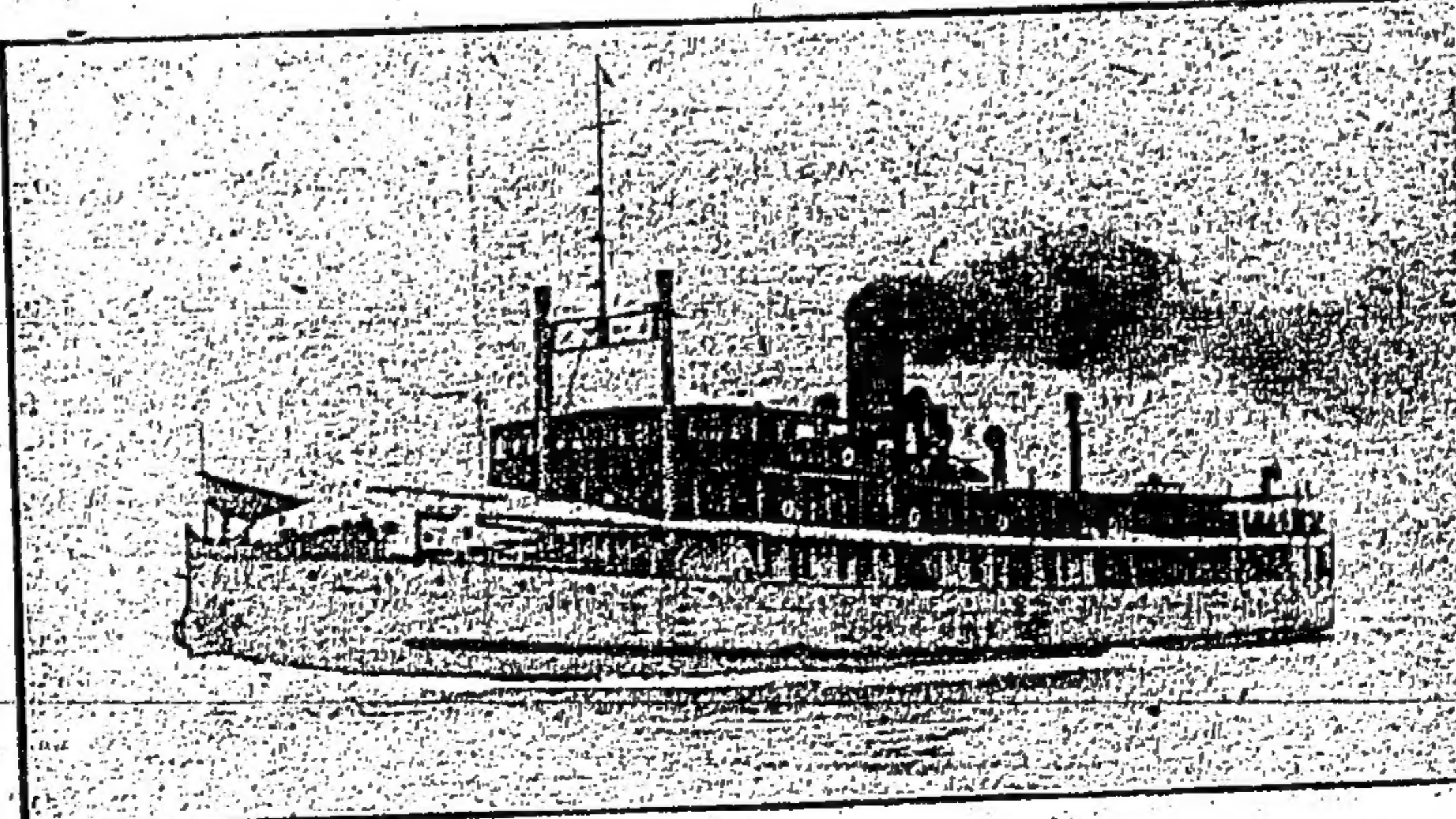
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ST. GEORGE'S BALL.

**LAST NIGHT'S HAPPY
CELEBRATION.**

The utmost success attended the
ball given by the Hongkong So-
ciety of St. George at the City
Hall last night, and the function
will be long remembered as one
of the happiest ever held under
the auspices of the Society.

The charming lighting effects,
the effective decorations and the
gay concourse of guests, including
a goodly number of naval and
military officers in uniform, com-
bined to present a very colourful
scene, and when the dancing was
in full swing an extremely bright
and happy atmosphere prevailed.
The arrangements made by the
officials, in which connexion a
special word of praise is due to
the energetic Hon. Secretary (Mr.
S. T. Butlin), were all that could
be desired.

On the arrival of H.E. Major
General Luard, who was represent-
ing H.E. the Governor, the guest
of honour was met at the entrance
by the President of the Society
(Mr. C. G. Alabaster) and mem-
bers of the Committee. Then,
escorted by Beefeaters and the
drum and fife band of the Queen's
Regiment playing a lively air, the
party made their way to St.
George's Hall, where, after the
playing of the National Anthem,
the ball started with the official
set of Lancers.

Later in the evening, the official
supper party was played down to
the Theatre Royal, where the ex-
tremely effective setting of the
stage called forth much admira-
tion.

President's Speech.

During the course of the supper,
the President of the Society de-
livered the customary speech. He
said: "Your Excellencies, ladies
and gentlemen,—This year the
duty and privilege devolve on me
of proposing the toast of our
Patron Saint and Country, but
before doing so I feel sure I am
voicing the sentiments not only of
the English but of all present,
members as well as guests, when
I express our heartfelt sorrow that
the illness of Lady Clementi has
prevented her and His Excellency
the Governor being with us to-
night. It is the earnest hope of
all of us that she will be speedily
restored to complete health and
strength.—(Applause). The toast
which I am proposing is one, such
is the modesty of the English
character, that is given all too
seldom. Only twice in every year
do we honour it and on one of
those occasions when only Eng-
lish are present. That is on St.
George's Day, the 23rd April, a
day marked in history not only
as the anniversary of the martyr-
dom of our Patron Saint but also
as the anniversary of stirring
events on land and sea, from the
defeat of the Saracens in the
Crusades to the glorious episode
on the Mole at Zeebrugge.—
(Applause). It is a day honoured
by association with more peace-
ful memories for it is the birthday
of Shakespeare. Some historians
tell us that on St. George's Day
Shakespeare also died but those
historians, I shrewdly suspect,
were Baconian in their ideas, for
surely as long as the English
language and English literature
survive, Shakespeare will never
die. (Applause). The other oc-
casion on which we honour this
toast is to-night, which is the
Feast of the Epiphany, twelve
nights after Christmas and itself
the Christmas of Old England.
On such a night, with the Yule Log
on the hearth and the boar's head
and sirloin on the festive board,
the Englishman rejoices to be at
home to entertain his friends.
On behalf of the Society I wish
you all a hearty welcome and trust
that you have enjoyed yourselves
and will continue to do so for the
rest of the evening. (Applause).
Before I close, I should like to say
how gratified I am for the ready
and willing labours of our inde-
fatigable Ball Secretary and the
members of the committees and
sub-committees, without which this
Ball could not have been the suc-
cess I hope it has been. (Ap-
plause). Your Excellencies, ladies
and gentlemen, I give you St.
George and England."

No sooner had the toast been
honoured than the drums and fife
struck up the strains of "Land of
Hope and Glory," in the singing of
which all present joined.

An admirable programme of
dance music was provided by Art
Smith's Hongkong Hotel orchestra,
and dancing continued until the
early hours of the morning.

TO-DAY.

Dollar on demand 2/- 11/16.
Lighting-up 5.53 p.m.

KILLED IN BELGIAN CONGO.



A huge male gorilla, which Colonel F. H. Penn, of the
British expedition in the Belgian Congo, recently tracked
down. It kept up a running fight for three hours and several
times charged at close quarters before it was despatched.
It weighed 450 lbs., stood 5 ft. 8 in. high, and had a chest
measurement of 62 ins.

GREEN HOWARDS.

LEAVE SHANGHAI FOR HOME.

Shanghai, Jan. 6.
The troopship Dorsetshire left
to-day bound for Home with the
1st Battalion of the Green
Howards and 200 gunners. They
were given an enthusiastic send-
off in which the United States
Marines were very prominent.—
Reuter.

**APPREHENSION IN
SHANGHAI.**

SOME TROOPS DISARMED.

Shanghai, Jan. 6.
Following the suspicion that
some of the Nationalists troops
now in Nantao are disloyal, they
have been disarmed as a precau-
tion against trouble.
In Shanghai there is some feel-
ing of apprehension owing to the
presence in the city of agents of
Marshal Sun Chuang-fang.—
Naval Wireless.

Bandits at Shashi.

Shashi, Jan. 6.
There are indications that the
20th Army of General Yang Seng
will soon move up the river from
Shashi. Their place at Shashi will
be taken by the 2nd Army under
the command of Loh Ting-ping.
There are large numbers of
bandits in the district.—Naval
Wireless.

**"PRESIDENT HAYES"
IN COLLISION.**

MISHAP IN FOG.

New York, Dec. 31.
The U. S. coastguard service
has advised that the Dollar
round the world liner "President
Hayes" collided with the British
steamer Tarranta to-day in a fog in
Ambrose Channel and thereafter
returned to its pier in Jersey City.
The Hayes is reported seriously
damaged. It was outbound for
Boston from New York and had
no passengers aboard.—Associated
Press.

Warsaw, Dec. 8.—A guest at a
wedding feast in a village near
Vilna brought with him a shell
from a nearby battlefield. He
had started to unscrew the cap
when there was a terrible explo-
sion. The bride and two others
were killed outright, and four
mortally wounded. The house
was demolished.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—
1. Chairman of the Disarmament Conference;
a director of the Bank of England and head
of Baring Brothers and Co., Ltd.; world's re-
nowned champion; Parliamentary Secretary to
the Ministry of Agriculture. 2. The Bank of
Liverpool and Martins Ltd. and the Lancashire
and Yorkshire Bank Ltd. 3. (a) Portland;
Ing to Moscow; (b) an inland design of small
countryside; 4. Basaltic formation on island of
Staffa, in Hebrides. 5. Ten feet; Bay of
Fundy (seventy feet); Mediterranean (prac-
tically nil). 6. From the Norman Conquest
(1066) until the middle of the fourteenth
century. 7. They are situated near a cattle
ranching district and near a coalfield; thus the
necessities of a leather trade are at hand. 8.
In 411 A.D.; to defend Italy from the inva-
sion of the Goths. 9. Water. 10. Sir Walter
Scott; Longfellow; Milton; Keats; Tennyson.
11. 39.47 inches. 12. A natural pause in a
line of poetry, usually near the middle.

BANK RETURNS.

FIGURES FOR DECEMBER.

The returns of the average
amount of bank notes in circula-
tion and of specie in reserve in
Hongkong, during the month ended
31st December, 1927, as certified
by the Managers of the respective
Banks are:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank	15,755,477	5,800,000*
Hongkong and Shanghai Bank	47,195,045	34,000,000†
Mercantile Bank of India	1,855,310	650,000‡
Total	\$84,805,832	40,450,000

*In addition Sterling Securities de-
posited with the Crown Agents valued
at £12,231,100.
†In addition Securities deposited
with the Crown Agents and Straits
Government valued at £3,237,205.
‡In addition Securities deposited
with the Crown Agents valued at
£180,000.

FORGED TICKETS.

TWO MEN CHARGED.

Before Major C. Willson, this
morning, two Chinese were
charged with uttering forged tick-
ets of the Hongkong Canton and
Macao Steamboat Company.

Mr. F. E. Nash prosecuted on
behalf of Mr. Woo Hay-tong, the
complainant in the case, and Mr.
Horace Lo defended one of the
two Chinese.

The unrepresented defendant
made a statement to the effect that
he picked up the tickets from a
waste paper basket in the ship-
ping company's office and handed
them to Mr. Lo's client.

On the application of Mr. Nash,
his Worship granted a week's re-
mand to enable the police to make
further enquiries.

OFFICIAL VISIT ENDS.

**SECRETARY FOR WAR TO
LEAVE INDIA.**

London, Jan. 6.
The Secretary for War, Sir
Laming-Worthington-Evans, who
left London in November for an
official visit to India, will leave
Bombay on January 28th on his re-
turn home.—British Wireless.

Said to have only left prison in
September and with a record of
several previous convictions,
Anthony Bernard Abbott, 29, sea-
man, was at Middlesex Sessions
sent to penal servitude for three
years on a charge of housebreaking
at Ealing. Abbott pleaded that his
career of crime followed on his
conviction at that court in 1922.
Sir Montagu Sharpe asked: "Are
people who commit crimes not to
be locked up, or are they to be
allowed liberty to prey on the
public? I am sorry to have to
sentence you. It is no pleasure to
me to do so."

Entertainments

LAUGHS APLENTY!

Girls, golf, gaiety and fast fun in the
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